

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

DECEMBER 1960



- How ICC Plays Santa to the Railroads
- What You Should Know about "Piggyback"

(Special insert, See Page 16)



The Teamsters Salute ST. LOUIS

ST. LOUIS, tenth-ranking U. S. city with 740,424 population, was founded in 1764 and named in honor of King Louis IX of France, leader of one of the Crusades of the Middle Ages. A fur trading post in the beginning, it became a boom town as the West began to open.

Railroads heading west converged here and, with water transport on the broad Mississippi, helped build the city. Between 1860 and 1880, the population doubled. In 1876 the first national political convention west of the Mississippi was held here. The Democratic nominee, Tilden, lost to Hayes though he received a greater popular vote.

Trade and industry caused the city to grow. It became a shoe manufacturing center and continued as a fur trading and processing center. Today it produces over 4,400 items; castings, airplane parts, beer, chemicals,

drugs, electrical machinery and railroad cars are among the principal products. In addition, it does a huge distributing and warehousing job for the surrounding area. Its central location brings it many national conventions.

Forest Park is one of the world's finest of its kind, as is the botanical Shaw's Gardens and the St. Louis Zoo. The St. Louis programs of symphonies and light opera are enjoyed in a beautiful huge outdoor theatre.

Located on transcontinental U.S. 40 and principal north-south Highway 66, the city is served by hundreds of truck lines, 13 trunk line railroads and seven major airlines. Teamsters in St. Louis, 41,300 strong, belong to the 22 local unions in Joint Council 13.

The INTERNATIONAL TEAMSTER salutes the forward-looking "Spirit of St. Louis"!

THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

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CONTENTS

December, 1960

DRIVE Major Success in First Effort.....	4
Freight Pact Uniformity Closer.....	7
How ICC Plays Santa to Railroads.....	8
Outlook for Next Congress.....	13
What You Should Know about 'Piggyback' (Special Insert).....	16
EXPULSION: Three Years After.....	26
The IBT and Poultrymen.....	31
Memorial Trust Fund Grows.....	33

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IT IS THE LARGEST LABOR PUBLICATION IN THE WORLD.

*Based on average impartial surveys for periodicals.



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Teamster Wives Organize To Fight ICC, Railroads

Two Teamster wives—Mrs. Walden Kemp of Deerfield, Ill., and Mrs. Leo Garalski of Elkhorn, Wisc.—organized a Committee of Teamster Wives last month to fight the Interstate Commerce Commission-railroad combination, and preserve their husbands' jobs.

Mrs. Kemp wrote Teamster President James R. Hoffa saying that the wives of Teamster car haul drivers held a meeting in Kenosha, Wisc., "to determine how we might make an organized effort to help fight the railroad piggyback deal."

Mrs. Kemp continued: "There must be many more wives in other areas who would like to do something to fight this situation instead of just hoping it will improve.

"We had a very large turn out, and several good ideas were discussed, and are being acted on," she said.

"This situation vitally affects all of us so we feel that immediate action is necessary. We believe the wives have more time to devote to the cause than the husbands do so we are 'standing in' for them."

Mrs. Kemp said, "We hope that you will aid our efforts by printing an appeal to these women to form similar organizations in their areas so we can make an organized effort to fight for our future. We would like to exchange ideas with any individual or organization," she added.

Local 142 Has New Building

Teamsters Local 142 in Gary, Ind., recently dedicated its modernistic new headquarters building, housing administrative offices and health, welfare and pension offices.

Michael Sowochka, Secretary Treasurer of the 7,000-member local, said one of the features of the building is a huge auditorium for membership meetings and other member gatherings.

"The new building fulfills a long-overdue need for a modern headquarters that reflects the progress and growth of Local 142, while at the same time providing additional space and equipment for new streamlined operations," Sowochka said.

Local 263 Aids African Church

Teamsters Local 263 in Utica, N.Y., contributed \$800 to the Holy Cross Fathers last month to be used to construct a Roman Catholic Church in Uganda, Africa.

Frank D'Angelo, President of 263, presented the check to John Timothy Smith, whose son is a Holy Cross Father in Uganda. John Casey, Secretary Treasurer of the Local, and D'Angelo said "We feel that such a contribution is the best way Union members in America can combat the spread of communism."

Smith's son, Father Burton Smith, has been in Uganda since 1958. He is in charge of building the church, which will seat 800 people at Mass.

Has 100 Songs, And 100,000 Miles

Teamster Eddie Shields, a member of Local 706 in Chicago, has written over 100 songs and driven well over 100,000 miles in the last 32 years.

Several years ago he received a break when a recording company made a record of "Sweetheart, Believe Me." However, it was an instrumental and not a vocal, but it became so popular that Shields did write words for it.

Big recording firms refused to record the song with words. Eventually Shields formed his own record company and has since recorded two of his own original songs. He also has entered into the music publishing business.

Shields is not a singer, but a close friend of his, Eddie Brandt, a school teacher in Cicero, Illinois, sings and plays the saxophone. He has done the vocal on Shields' songs and they are sweeping the Midwest, according to reports.

Teamster's Son 'Editor for Day'

Kenneth Pumper, 15-year-old son of Teamster Louis Pumper, was named "Editor-for-a-Day" by the big Minneapolis *Star & Tribune*. The elder Pumper is a member of Teamsters Local 544. His son was selected for the honor from among several hundred Minneapolis *Star & Tribune* newsboys in the Minneapolis-St. Paul area. As Editor, young Pumper sat in on one of the daily staff news conferences and made a tour of the newspaper plant's operations.

Local 856 Scores White Collar Gains

Teamster Local 856 in San Francisco, California, gained ground in the Teamsters' nation-wide drive to organize clerical and other white collar employees last month. Local 856 organized the Clerical Employees of the wholesale liquor distributors for the entire San Francisco Bay area. Rudy Tham, Secretary Treasurer of 856, said the organizing victory brought 174 new members into the Teamsters Union.

Time for Maturity



IN THE AFTERMATH of last month's national elections, all Americans—those who voted for Kennedy and those who did not—will close ranks and work side by side for the welfare of our country and a better world for all.

In all democratic institutions, there is room for healthy dissent. Yet, when the vote has been taken and the majority will expressed, all members unite for the welfare of the group. Whether it be club, lodge, local union, state or national government, this is the American way.

There is special urgency for such national unity in the era in which we live. Perhaps at no time in history has the United States faced the challenges it faces in the 1960's. A world is awakening and is watchful of what America will do.

IT WILL NO LONGER SUFFICE to formulate our foreign policies on the basis of the narrow interests of small ruling cliques. It is the people of the world who are awakening in this age of mass communication and ever-widening horizons of education. Where America has erred in the past has been to identify itself with selfish interests in other countries. Thus, in many cases, we have lost the respect of the peoples—and of those who emerge from the masses to assume new leadership.

America's major task in the 1960's will be to gain respect throughout the world as the leader in man's fight to win personal freedom and dignity, to conquer disease, to overcome hunger and privation.

Nor is this a problem of foreign policy alone. Here at home, too, we are faced with momentous problems: the displacement of workers, unemployment, the economic depression in many cities, the rights of minorities, the problems of adequate medical care particularly for our growing population of elder citizens.

AMERICA LEARNED in the 1930's that government can no longer identify itself with selfish interests. The Age of the Common Man is upon us and a government which ignores this fact is doomed to failure.

This is a lesson which might well be reviewed by many of our reactionary Congressmen and Senators who continue to identify themselves with the "titans of privilege." In this issue of the *Teamster*, we point

out how a coalition of ultra-conservative Republicans and Democrats could effectively prevent any humane legislation looking to the welfare of the "common man."

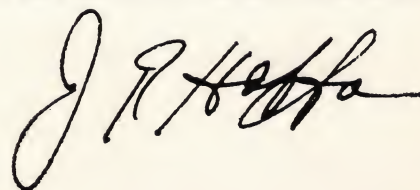
IT IS OUR HOPE that the Kennedy Administration can exercise the type of dynamic leadership that is needed. The new Administration must take to the people the case for a general welfare approach to foreign and domestic policy. It must go over the heads of reactionary legislators to the people in their districts to whom they must answer. Only in this way can America adequately deal with the 1960's at home and abroad.

At the same time, the 1960's must see a rededication by the American trade union movement to a creative course of action on behalf of all. The ominous trend toward restriction of the labor movement must be reversed. A free labor movement can take pride in its accomplishments of the past in leading the way toward the best standard of living the world has ever known. But it cannot rest upon its laurels.

Sad to relate, far too many of our so-called "labor leaders" are content to rest. Yet the job is far from done. America's best hope for a progressive approach to world and domestic problems lies in the leadership which can be given by a rededicated and revitalized labor movement—free of the enervating control of government which reactionaries seek to impose.

THOSE WHO SEEK to serve the privileged at the expense of the broad mass of citizenry at home and abroad are the same ones who seek to destroy the free labor movement in this country. Their course is predictable—their ideologies are those of the 1920's.

We may hope that America at large has matured to the point of rejecting such outmoded ideologies. Certainly we must if we are to cope with the enormous problems which will face us in the next decade.



DRIVE Major Success Effort; Record Top

WON
58.8%

WON
53.5%

**DRIVE
BACKED
CANDIDATES**

**COPE
BACKED
CANDIDATES**

CONGRESSIONAL RACES

DRIVE	137	96
COPE	157	140
	WON	LOST

DRIVE, the Teamsters' new nationwide political wing, made an impressive debut in its first foray into Congressional elections as a coordinated national program.

Active at the local and joint council level in 233 Congressional races, **DRIVE** outdid the AFL-CIO political arm, **COPE**, by a margin of 58.8% to 53.5%.

DRIVE-supported candidates won in 137 races and lost in 96, while **COPE**-supported candidates won in 157 races and lost in 140.

(A list of the 233 **DRIVE** endorsements in Congressional races was given to the Associated Press at its request prior to the ballot counting. This will head off complaints by biased columnists that the IBT list was "rigged.")

While neither the International Union nor the national **DRIVE** office made any endorsements in Congressional races, local unions and local branches of **DRIVE** made the 233 endorsements and worked actively for their candidates.

In 14 races where **DRIVE** and **COPE** endorsed opposing candidates, the **DRIVE**-supported candidates won nine seats and **COPE** won only five.

DRIVE and **COPE** supported the same candidates in 177 Congressional districts. In these races, 100 candidates won and 77 lost, for a percentage of 56.4%.

A higher percentage of success was gained in 184 races where **DRIVE**-supported candidates were also supported by Railway Labor's Political League. In these cases, 121 won and 63 lost, for a percentage of 65.8.

In 157 races where all three political action groups united in their support of candidates, 97 won and 60 lost, for a percentage of 61.9.

Although **DRIVE** outscored **COPE**

in the 14 races where they endorsed opposite candidates, by nine to five, Railway Labor's Political League outdid **DRIVE** in nine races where opposite candidates were supported, **RLPL** winning five and **DRIVE** winning four.

Sidney Zagri, who heads the program, said that one of **DRIVE**'s major goals was to return the 52 members of Congress who voted all the way with labor on the Kennedy-Landrum-Griffin Law. Of these, 42 were returned to the House, one to the Senate; one retired to a state job and eight were defeated for reelection. **DRIVE** played an active role in a majority of these elections, both in terms of money and organization support.

The 52 were all supported by **DRIVE**, **COPE**, **RLPL**, and the Machinists for re-election.

Of the eight defeated, Gerald T. Flynn of Wisconsin lost due to a split

Margin Narrows

Senator John F. Kennedy's winning margin in the Presidential race had been reduced to some 175,000 votes, out of a total of some 67,000,000, as this issue went to press. His electoral vote count, however, remained at 300, with 269 required for election.

President James R. Hoffa commented that Senator Kennedy "won in a democratic election. The 1,670,000 members of the Teamsters Union, as good Americans, support the President of the United States. Kennedy has made a lot of promises to various segments of the American economy. It will be interesting to see if he keeps these promises."

DEBUT

Success in First COPE's

in the ranks of labor, led by the United Auto Workers. Ludwig Teller of New York was defeated due to an intra-party fight in Tammany Hall. George A. Kasem of California was elected in 1958 from Vice President Nixon's old district by a margin of less than 0.8%. He was defeated this year by a similarly small margin. Randall S. Harmon of Indiana was a victim of the Republican landslide in that state. Roy Wier of Minnesota was unable to conduct a strong campaign. And James C. Oliver of Maine was a victim of the Republican landslide in that state.

In typical newspaper fashion, the press attempted to distort DRIVE's objectives, and its successes, by making it appear that the Teamsters' only efforts were directed at the 56 Congressmen from marginal districts who voted for the original Landrum-Griffin Amendment in the House.

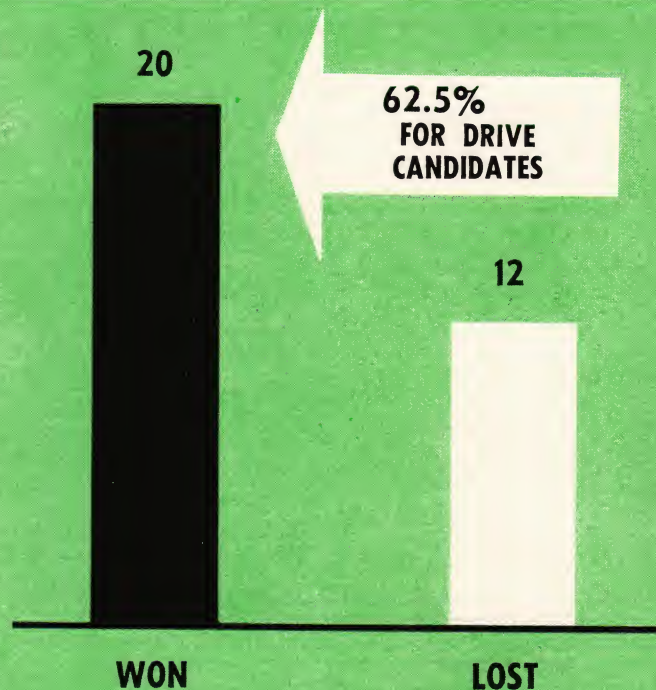
DRIVE actively opposed 39 of the "56 Congressmen from marginal districts." COPE actively opposed 33 of the 39. DRIVE's and COPE's batting averages were equally poor in this area.

Dorn Defeated

Representative Dorn of New York was defeated. Representative Bosch of New York (along with four others) did not run for reelection, and Bosch's successor was elected by COPE's and DRIVE's efforts.

However, it should be noted that in several instances, the majorities of the incumbents were substantially reduced, as in the case of Congressman Kearns of Pennsylvania, who won by the margin of 53.8 per cent in 1958, and only 50.4 per cent this year. Another notable example is that of Congressman Ray of New York, who had 52.8 per cent in 1958, and 48.8 per cent this year. Ray would have been defeated except for the candi-

Drive Endorsements Not Backed By Cope



dacy of a Liberal Party representative who captured 4.1 per cent of the votes.

The most notable example of DRIVE's work in defeating anti-labor congressmen came in the case of Representative Wainwright of New York and Representative Lafore of Pennsylvania. Wainwright, a Republican member of the House Labor Committee who played an important part in the drafting of the Landrum-Griffin Amendment, was defeated for reelection. DRIVE actively opposed him. Lafore was opposed and defeated in the primary.

Preston Beaten

In Georgia, Representative Preston was also defeated in the primary by a Teamster-supported candidate, newly-elected Representative Hagen. Preston was a hard-core Dixiecrat member for 14 years. DRIVE also contributed to the defeat of Representative Budge of Idaho, a reactionary member of the House Rules Committee.

All told, 47 members of the House who voted for Kennedy-Landrum-Griffin on final passage will not return

in January, due to defeat, retirement, or death.

On the Senate side, DRIVE again outdid COPE. DRIVE units endorsed 19 candidates for the Senate and 12 were elected, for a percentage of 63.2. COPE endorsed 24 Senate candidates and elected 15, for a percentage of 62.5.

Bi-partisan Approach

DRIVE's program was markedly bi-partisan in approach, as contrasted with COPE and RLPL. In Congressional races, DRIVE supported 28 Republicans and 204 Democrats (15 of these 28 supported labor on the crucial Landrum-Griffin Amendment in the House.) COPE supported only three Republicans and 294 Democrats.

COPE unsuccessfully opposed five Republican incumbents supported by DRIVE, and RLPL unsuccessfully opposed one Republican incumbent supported by DRIVE.

Of 32 DRIVE-supported candidates who received no endorsement by COPE, 20 won and 12 lost for a percentage of 62.5.

Of the 204 Democrats supported by

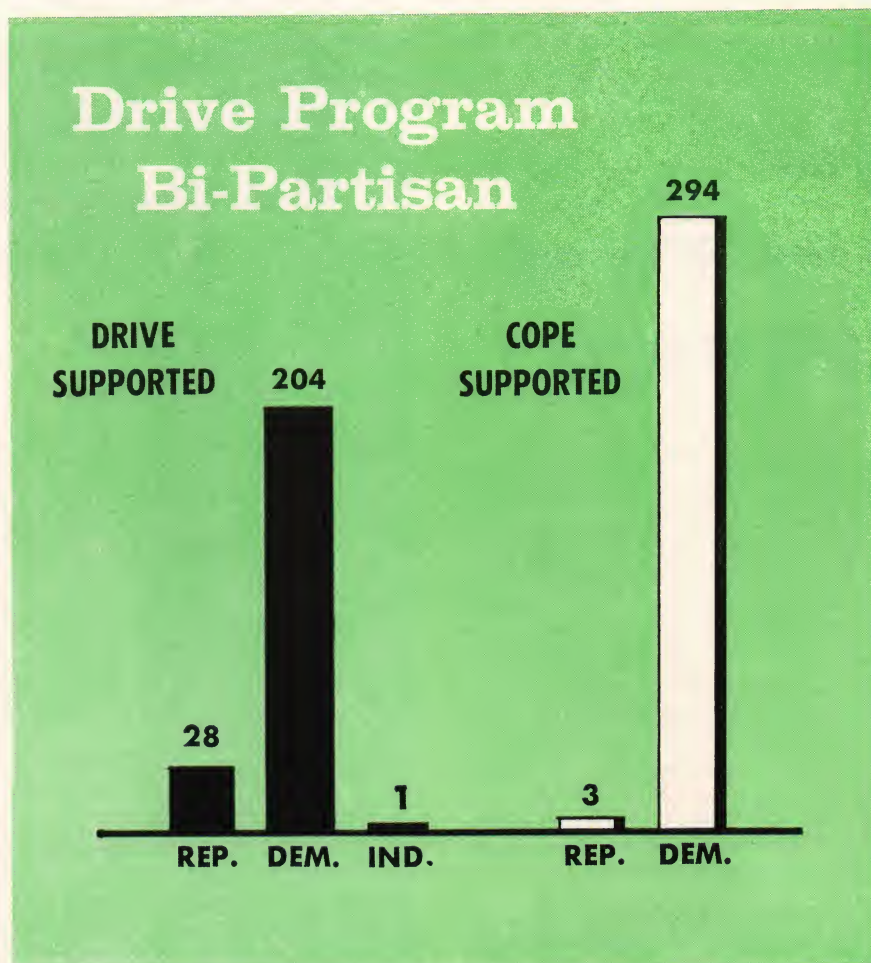
DRIVE, 117 were elected and 87 defeated. Of the 28 Republicans supported, 21 were elected and seven defeated. One Liberal candidate was defeated.

In the Senate races, DRIVE's record again was bi-partisan, supporting four Republicans and 15 Democrats. Of the four DRIVE-supported Republicans, COPE opposed one and failed to endorse three.

DRIVE director Sidney Zagri reported that the Democrats won 56% of the total popular vote cast in Congressional races in 1960, compared with 58% in 1958. The Republicans gained 22 House seats, with 30 seats switching from Democrats to Republicans, and eight going from Republicans to Democrats.

The Republican gains in the House reflect the Republican upsurge in the midwest and west, primarily in rural and suburban areas. With a contest for only one House seat still in doubt, 260 Democrats and 126 Republicans have been elected. There will be 63 first-year Congressmen.

Of the 260 Democrats, 99 are from the eleven Southern states. The 176 Republicans would need only 43 of these votes on key liberal issues to gain a one-vote majority in the House.



Court Delays Convention Decision

Still no word on a new convention as this issue went to press.

President James R. Hoffa last month filed a petition in the U.S. Court of Appeals asking for special relief on the grounds that further delay by U. S. Judge F. Dickinson Letts in calling a new convention "is a gross abuse of judicial discretion."

Hoffa told the Appeals Court that, pursuant to that Court's expression that "the time is ripe" for a settlement of issues in the long-standing Monitor controversy, counsel for all parties to the dispute met during September and October "in an earnest effort to comply with this Court's instructions."

He said he had been advised that "the settlement of all outstanding issues had been arrived at."

His petition further stated that "although (Judge Letts) was informed of these facts, nevertheless, after all parties had agreed to a complete settlement of all outstanding issues, (he) stated that he refused to accept the settlement."

Hoffa's petition declared that "there has been, we submit, very serious delay in the handling of this case by the respondent Judge. This delay will undoubtedly continue unless this (Appeals) Court undertakes to bring it to a halt."

He said that "1,600,000 members are being deprived of their rights (to a convention) by the arbitrary action" of Judge Letts.

Although Godfrey P. Schmidt, original counsel to the so-called "13 rank-and-filers" who initiated the lawsuit which led to the Monitorship, was one of the parties reaching agreement on all outstanding issues, considerable by-play continued to plague the case.

Some of the "original 13" said they were displeased with Schmidt for reaching agreement with the numerous other attorneys in the case after two months of negotiations, and moved to obtain another attorney to represent them.

This represented additional delay. As this issue went to press, various parties to the case were still meeting in an effort to reach agreement on

such items as model by-laws and proposed constitutional amendments.

Earlier, the U. S. Court of Appeals had again removed Terrance F. McShane from the Board of Monitors, apparently once and for all.

Last March, Judge Letts fired Monitor Lawrence Smith as representative of the "13" on the Board, and last April 1 he appointed McShane to that post. In May, the Court of Appeals ruled that Smith's firing was improper and voided Letts' appointment of McShane.

Following the resignation of Martin F. O'Donoghue as Monitor chairman last July, Judge Letts then appointed McShane to the post, over protests of the Union. The Union contended that the Monitor Chairman was supposed to be an "impartial" member of the board, jointly nominated by both parties.

The Court of Appeals upheld the union's contention that the Chairman must be jointly nominated and again reversed Judge Letts' appointment of McShane to a Monitor position.

West Coast Meetings Bring Freight Pact Uniformity Closer



Teamster representatives at freight negotiations. From left: Ted Merrill, Vice President George Mock, General President James R. Hoffa, Vice President Joseph J. Diviny, Executive Vice President Harold J. Gibbons and Vice President Einar Mohn.

UNIFORM contract provisions covering the nation's freight industry engaged in over-the-road and local cartage operations loomed nearer last month as new contract demands for the 22 Central States were approved by local union memberships representing over 200,000 line and local cartage drivers.

Under the personal direction of General President James R. Hoffa, a special Chicago session drafted basic uniform contract demands covering both economic and fringe provisions prior to ratification of the package proposals by local union memberships.

"Highlights of the new proposals," Hoffa said, "are uniform improvements in wages, pensions, health and welfare and job security."

The new demands which were presented to Central and Southern Conference employers early this month, followed on the heels of successful negotiations by the General President in New York and New Jersey where a general trucking agreement was recently signed. In the New York and New Jersey negotiations, freight locals which historically had negotiated separately joined with seven other major freight locals, bringing the first real uniformity to eastern freight agreements.

Meanwhile, in the West, two other important freight meetings were held by President Hoffa with an eye

toward the greatest co-ordination possible between contract demands of the Central and Southern Conferences and the 13 Eastern State's new over-the-road and city pickup and delivery demands which are now in preliminary discussion.

In Los Angeles Hoffa indicated that he would take a personal hand in the Western Conference's freight negotiations which are scheduled for next June. He also told Western Teamster officials that Central and Southern Conference's negotiations will center around a 28-cents per hour wage increase, additional employer contribution to health and welfare and pension provisions plus new and improved vacation clauses. Hoffa also said that the matter of installing air-conditioning in sleeper cabs is a part of the up-coming negotiations.

The General President's second Western session was in San Mateo, California, where he met with some 200 officers from over 100 local unions which are part of the Western Master Freight agreement.

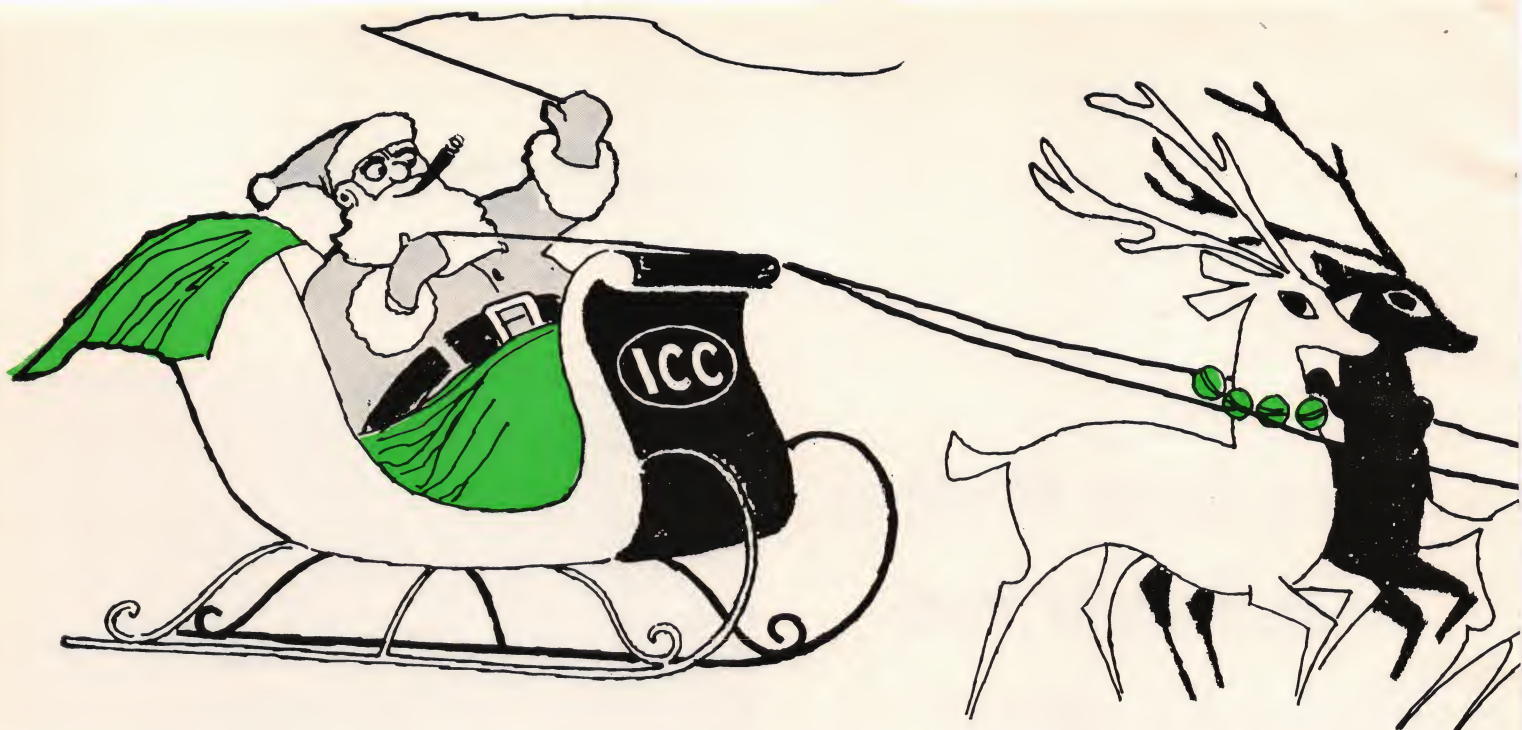
Here, as in Los Angeles, Hoffa stressed the need for the IBT's ultimate goal of one national freight contract covering Teamster drivers from coast to coast. He reminded Western union leaders that the new Labor bill compounded with the introduction of piggyback, fishyback and air freight as keen competitors with the trucking

industry, "leaves to doubt in anyone's mind that we can no longer afford the luxury of multiple contracts in the freight industry."

Hoffa said that the Union's insistence upon uniform wages, hours and conditions of employment for all over-the-road and local cartage drivers in every part of the nation, "is necessary for the survival of not only our members' standard of living, but the freight industry's economic health as well."

"Freight transportation," Hoffa declared, "is not just on the ground. It is on the sea and in the air. We must stabilize and equalize wage cost factors so that land, sea and air carriers may compete fairly with each other on the basis of public service, not on the basis of depressed wage areas."

A firm step was taken by the Western Conference toward President Hoffa's four-Conference contract uniformity with the assignment of three Western Teamster officers to sit in at the Chicago freight negotiations as representatives of the 13 Western States. They included Clyde C. Crosby, International Representative for Oregon and Director of the Western Conference's Over-the-Road Division; Ted Merrill, Vice President of Joint Council 42 and Executive Secretary of Local 692, and General Organizer E. D. "Bud" Woodard from Joint Council 54 in Denver, Colo.



HOW ICC PLAYS TO THE RAIL

THE Interstate Commerce Commission's Santa Claus role to the railroads is over-ripe for a broad Congressional investigation.

This is evidenced by a Senate Interstate and Foreign Commerce Subcommittee's recommendation last August, stating: "... an adequate discharge of the ICC's functions calls for a general investigation" of that agency's relationship with the railroads, compared to its relationship with the trucking industry and other carriers.

The fact of the matter is that the ICC plays Santa Claus to the railroads 12 months of the year, not just on December 25. This year the ICC is attempting to give the railroads the entire car hauling industry for Christmas. This means unemployment lines for Teamster employees, and bankruptcy proceedings for the truckaway companies.

The Subcommittee, known as the Merchant Marine and Fisheries Subcommittee, started the investigation after the American merchant marine industry accused the ICC of "collusion and ignorance." Senator Warren Magnuson of Washington chaired the Subcommittee, and he is also chairman of the parent Senate Interstate and Foreign Commerce Committee.

The merchant marine industry's charges against the ICC-railroad combination were interpreted by the Magnuson Subcommittee this way:

"The Interstate Commerce Commission either by collusion, habit, or ignorance has officially permitted the railroads to indulge in discriminatory and prejudicial practices designed to bankrupt the coastwise and intercoastal common carriers."

For a Senate Subcommittee to repeat these charges in

a Congressional document bearing the prestige of the entire U. S. Senate is to give a great deal of truth to the charges. These are not idle charges. Collusion by a government official carries criminal penalties—prison and fine; ignorance should immediately disqualify ICC Commissioners and staff members.

Nor were these charges made by greedy, self-seeking exploiters. These charges were made by respected businessmen, and transportation consultants with their professional reputation at stake.

The purpose of briefly reviewing the charges of the merchant marine industry is to point out that what has happened to this industry is beginning to take shape in the trucking industry. Already the car hauling business has been all but destroyed by the ICC-railroad combination. And inroads have been made into the freight business of the trucking companies.

The railroads with the active assistance of the ICC have been able to kill-off all but a small segment of a once large intercoastal and coastwise merchant marine. (Intercoastal describes water carriers operating between the Atlantic, Pacific, and Gulf of Mexico coasts. Coastwise describes the water carriers operating up and down one of these coasts.)

Having successfully destroyed the vast majority of the water carrier competition, the railroads, again with the active assistance of the Interstate Commerce Commission, are now out to destroy the trucking industry in America.

If there is any doubt in anyone's mind regarding the seriousness of water carriers' charges, or just how far the railroads will go, study these statistics. In 1939, just



SANTA ROADS

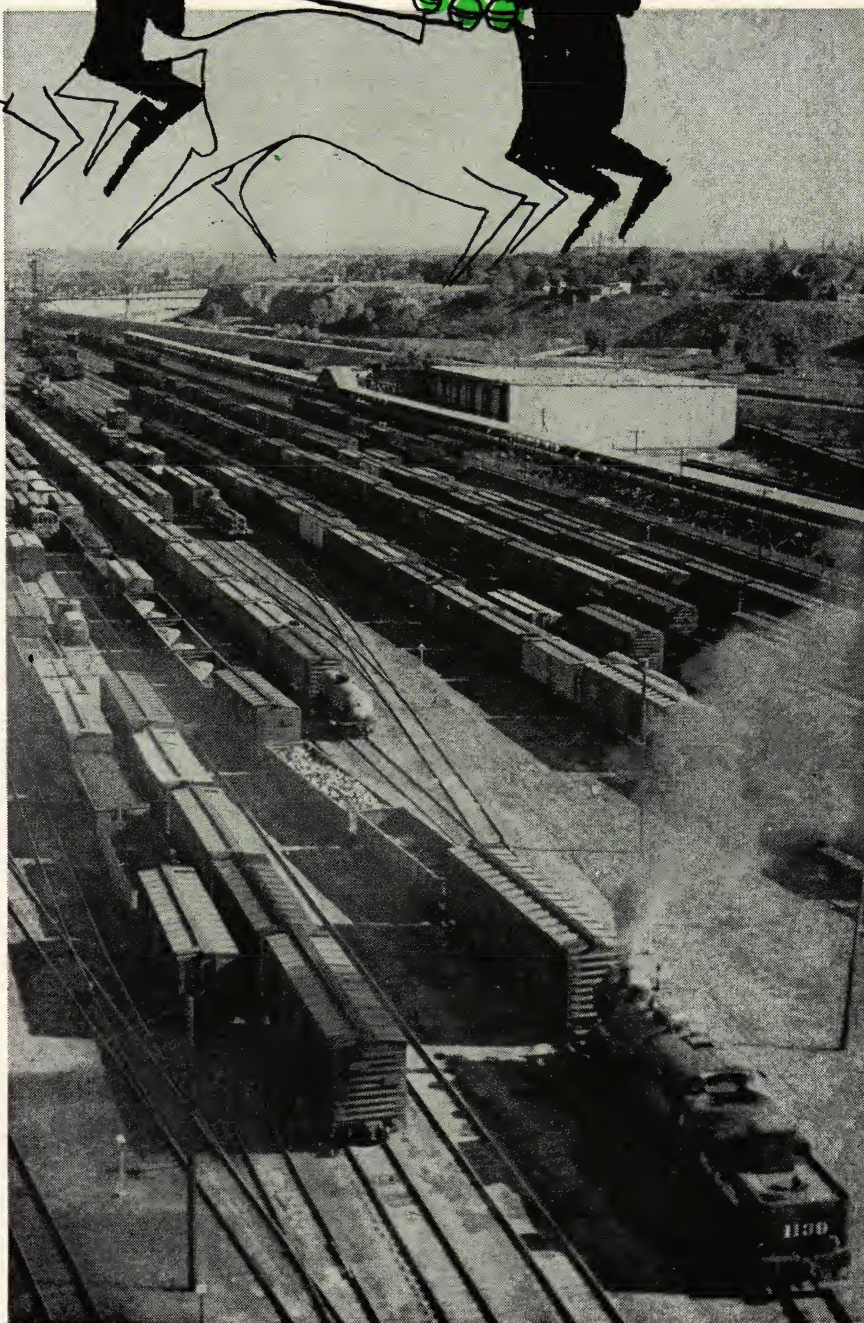
before the ICC took jurisdiction over the water carriers, there were 143 privately-owned vessels of 852,000 gross tons engaged in the intercoastal business. These ships carried 6,309,000 long tons of dry cargo.

As of March 31, 1960, the intercoastal business had declined to 39 privately owned vessels of 294,000 gross tons, and the cargo hauled had declined to 3,625,828 short tons two years ago. It is even less today.

Water carriers in the coastwise freight business have suffered even more since they fell under the jurisdiction of the ICC. In 1939, 235 privately-owned ships hauled 27,512,000 long tons of dry cargo. In March of this year only 37 coastwide ships remained, and their total cargo for 1958 was only 12,241,867 short tons.

These are shocking figures. The question that begs itself is—Can it happen to the trucking industry and to Teamster members? The answer is—It is already happening!

The ICC has forced the truckaway operators to the wall. The railroads are pirating their business through discriminatory rates. However, there is still a little time left to rescue these



TRANSPORTATION

operators, and the 15,000 Teamster members who will lose their jobs, if nothing is done.

Their salvation lies in Congress. The only way to break up the unholy alliance between the ICC and the railroads is to let your Congressman and Senators know what is going on. Members of Congress are by no means uninformed, but they just cannot keep up with all the complex developments that occur each day in American business.

The ICC was scheduled for a Congressional investigation two years ago by the widely-known Legislative Oversight Subcommittee. However, this group, a sub-unit of the House Interstate and Foreign Commerce Committee, found so much skulldugery in other so-called regulatory commissions like the Federal Trade Commission and the Federal Communications Commission, that it never did get around to the ICC.

The Magnuson Subcommittee listed several classic examples of how the ICC continually gives the railroads discriminatory rates to invade and pirate the trucking industry. This case shows that the ICC-railroad combination is working to pirate the general freight business in addition to the car haul industry.

In 1959, the ICC condemned a rate reduction proposed by a trucking company on mixtures of freight under the so-called all-commodity rates or all-freight rates. The ICC said:

"In order to be reasonably compensatory, rates on freight, all kinds, must be on a relatively high level. We are not informed of the nature or the classification ratings of the freight which would be included in the mixed truckloads, and it must be assumed that high-class as well as low-class freight would be included. The proposed rate exceeds only slightly the corresponding class 35 rate. From the evidence presented, we are not satisfied that the rate would be reasonably compensatory, or that its estab-

lishment would not constitute a destructive competitive practice."

The Magnuson Subcommittee compared this rejection of a trucking company's proposal to reduce rates with the action that the ICC had taken on identical rate reduction proposals made by the railroads. This is what the Subcommittee said:

"On the other hand, the Commission has allowed all-freight rates of the railroads to take effect without suspension even though the rail rates are on a substantially lower basis than the rate of 35% of first class proposed by a motor carrier and condemned by ICC in the instance just cited."

In other words, the ICC refused to allow the trucking companies to reduce their rates to just a little higher than the class 35 rate, but then turned around and approved an identical rate reduction for the railroads who were already substantially lower than the class 35 rate.

The trucking companies cited five specific cases where the ICC demonstrated this type of prejudice against them. The effect of such action by the ICC makes railroad transportation much cheaper and more attractive than truck transportation. This action by the ICC undoubtedly cost many Teamster members their jobs.

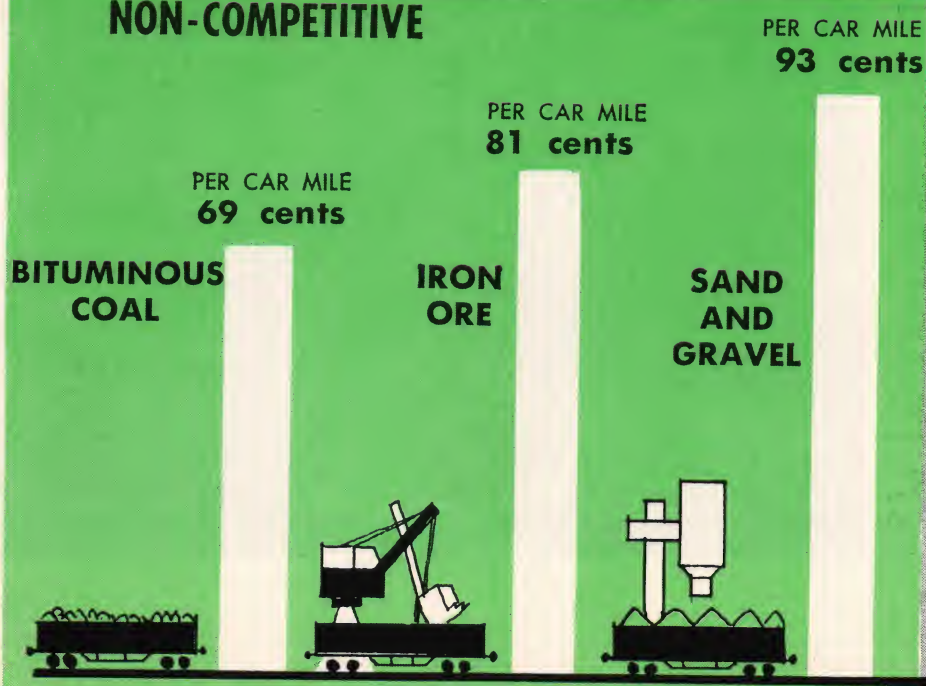
Perhaps the most shocking example of ICC favoritism toward the railroads appears in the discriminatory, and obviously illegal, rate awarded the Frisco Railroad on automobiles shipped from St. Louis, Mo., to Tulsa, Okla., and Dallas, Tex.

A trucking company official testified before the Magnuson Subcommittee that he was being driven out of business by the ICC-railroad combination. Here is an excerpt from his testimony:

"The revenue yielded by the (Frisco) rate is 34-cents per rail car-mile. The ICC's own way bill studies show

HOW ICC PERMITS RAIL RATE ADVANTAGES

NON-COMPETITIVE



COMPETITIVE

AUTOMOBILES

PER
CAR MILE
34 cents



clearly that this revenue from highly-rated automobile traffic is below the car-mile revenue of the railroads on such low-rated commodities as bituminous coal, iron ore, and gravel and sand.

"On a national basis, the rail revenue per car-mile for bituminous coal is 69 cents; for iron ore, 81 cents; and for gravel and sand, 93 cents. It should have shocked the conscience of the Commission to permit revenue of only 34 cents per car mile on automobiles."

The Magnuson group concluded that the ICC was wasting the taxpayers' money under the pretense of regulating the transportation system in America. Specifically, the Subcommittee said:

"It appears that equally good results could be obtained from a much smaller and less expensive regulatory establishment than now exists."

The Commissioners insist that the ICC function is that of a Federal Court. This has led to a great deal of criticism and loss of public confidence in the ICC because railroad prejudice, many inconsistencies, and its arbitrary rules violate all the principles of the American legal system.

The ICC attempts to make an adversary proceeding out of every rate dispute coming before it. This gives the Commission a courtroom situation where you have a defendant and a plaintiff. Whichever party makes the best case is declared the winner. Usually it is the railroad who wins.

This theory of regulation is contrary to the intent of Congress as set out in the National Transportation Policy. It states that the primary function of the ICC is "developing, coordinating, and preserving a national transportation system by water, highway, and rail adequate to meet the needs of the commerce of the United States, and of the national defense."

Former ICC Commissioner Anthony Arpaia, now an executive with Railway Express, took a critical look at the ICC recently, stating:

"The ICC usually waits for the parties to come in and decides each matter on a record, good or bad, without regard to its effect on the public or on transportation. When it does institute an investigation on the theory that the situation involved is important and critical, it simply sets the matter down for a hearing and depends on shippers, carriers, and other interested parties to furnish the facts."

This, coming from a former Commissioner, is a strong indictment of the ICC. It certainly falls into the pattern of "ignorance" as leveled by the water carriers. It also indicates a violation of Federal law.

Such a policy also opens the door to "collusion." It is no secret that the railroads have more lobbyists operating in Washington than any other industry with the exception of the commercial electric power companies.

Senator Magnuson's Subcommittee, in reference to the ICC insistence that it operate as a Federal Court, said this:

"The ICC's analogy to the courts points up a major source of the ICC's trouble: the misconception that it is a court rather than what it actually is—an administrative body having planning as well as judicial function."

Pointing to great favoritism of the ICC for the railroads, and its discrimination against truckers and water carriers, the Magnuson group said:

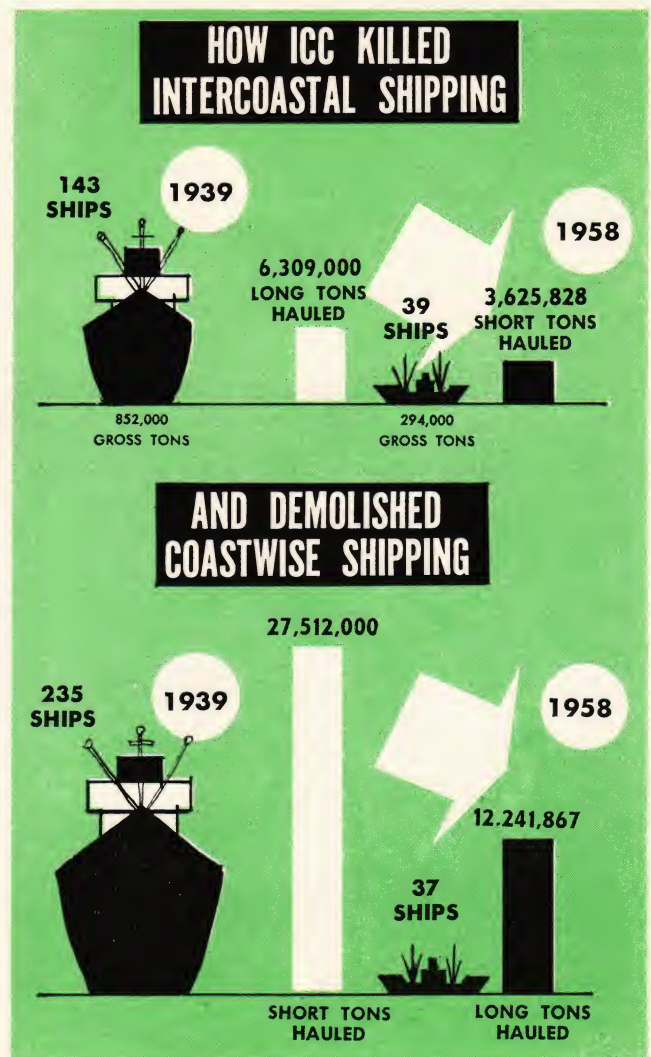
"... Courts do have to decide each case with a reasoned opinion; and the courts do not have the affirmative responsibility (that is) charged to the ICC by the National Transportation Policy."

Meanwhile, hundreds of Teamster members are being forced out of work every week because of the invasion and piracy of the trucking industry by the railroads, and it is the Interstate Commerce Commission who provides the railroads with the discriminatory rates and preferential treatment, which are the necessary weapons to invade and pirate.

Moreover, the railroads have another great advantage over the trucking companies. The truckers are small businessmen by and large, although some of them could be described as medium-sized businesses. The railroads are among the biggest corporations in America. Compared to the trucking companies, the railroads are the fat-bellied tycoons with dollar signs on their vests that the political cartoonists used to caricature big business.

Just how do you go about stopping the destructive ICC-railroad combination? There seems to be only one way, and that is to write your Congressman, your Senators, your Governor, and your representatives in the state legislature.

Odd as it may seem, Teamster members must fight to protect the trucking industry. In this way they can save their jobs. Teamster members must also urge their employers to fight to save their business. The employers have a national organization known as the American Trucking Associations, and through this organization they must do their part.



Strike Law Repeal Is Urged At Dinner Honoring O'Rourke

In recognition of his role in settling the two-day demonstration of New York City's Sanitationmen, Teamster Vice President John J. O'Rourke was presented with an oil portrait of himself by members of the Teamsters Local 831.

Making the presentation was John J. DeLury, president of the 10,000-member union who was guest of honor at the testimonial dinner. The tribute was in appreciation of O'Rourke's and DeLury's participation in negotiations with Mayor Robert F. Wagner and other City officials and the Sanitationmen's local after negotiations had broken between the Union and the City over salaries, pensions and other grievances.

Sounding the keynote for the evening, DeLury called for revision of the Condon-Wadlin anti-strike law for public employees and the establishment of a fact-finding panel and a mediation service in the event the first step doesn't work.

He also criticized officials who interfered with the labor rights of policemen, firemen and teachers. Commenting on the action taken by Police Commissioner Kennedy against policemen for expressing their grievances, DeLury said: "New York, 1960 is not the same as Boston, 1919.

The issue in New York City is not who is commissioner. The issue is how to get proper discipline. Discipline based on sound labor-management relations can be effective."

He also called for a study of the various pension systems affecting Sanitationmen, policemen, firemen, teachers and other City employees and urged that a study be made by the State and City Comptrollers and a labor economist.

DeLury also urged additional middle-income housing, suspension of the residence law for City employees, care for the aged and a revised pension system for Sanitationmen similar to that of policemen and firemen.

The ceremony was held before 2,000 members, their wives and families and guests of Local 831 and other Teamster locals in the Hotel Commodore, New York City, on Sunday, October 30.

Teamster officials on hand at the victory dinner included: General Secretary-Treasurer John F. English, Vice President Thomas E. Flynn, Joseph Treretola, secretary-treasurer, Eastern Conference of Teamsters; Joseph Konowe, assistant to General President James R. Hoffa, and John Hoh, vice-president of Joint Council 16.

Teamsters Aid United Fund



United Fund activities were conducted by Teamster locals in many cities during the past few months. Typical is the above committee from Local 929 in Philadelphia, whose members were honored for their UF success at a dinner last month.

Local 20 Wins Libel Victory

Teamsters Local 20 and its President, Lawrence Steinberg, were victorious in a Toledo, Ohio, court last month when they were awarded a victory in a \$100,000 libel suit against former Toledo City Manager Russell Rink.

Steinberg, personal representative of Teamster President James R. Hoffa, charged the city manager with maliciously uttering false and defamatory remarks concerning Teamster officials and the International Union. The charges were based on Rink's speech to the Sertoma Club last December.

Common Pleas Judge John McCabe decided to end the 11-month old battle by signing the judgment one day before the suit was to come before a jury. He ordered Rink to pay \$1 in damages and court costs, which Rink, now living in Terre Haute, said he planned to "pay as quickly as possible."

Complete Victory

The decision was hailed as a complete victory by Steinberg and Local 20, though they had been prepared to have their charges heard by the jury, and were awaiting the trial date.

Jack Gallon, Teamsters attorney, said he was willing to postpone the trial for six months, but Judge McCabe decided to bring the conflict to a close, saying "Rink has left town and will never come back. Why pursue him further?"

Remarks Cited

The remarks Rink made in the civic club speech, included the following:

—That the Teamsters were not looking for the betterment of Toledo.

—That Rink had saved the city \$100,000 in refuse operations, in spite of obstructing efforts by Teamster President Hoffa and Steinberg.

—That obstruction by Hoffa, Steinberg and local Teamster officials had amounted to putting their hands in the till of the city treasury and that such action was the result of the Teamsters being "nefarious politicians."

Rink is presently a resident of Terre Haute, Ind., having left his city manager's job in Toledo for a job with a commercial power company in Indiana.

Stronger Conservative Coalition Makes Prospects Dim for General Welfare Legislation

PROBABILITIES are that a coalition of Dixiecrats and Republicans will have considerable success in defeating pro-labor and general welfare legislation in the coming session of Congress.

With 176 Republican House members compared to 260 Democrats, the liberal platform of the Democratic Party looks on paper to be secure. But of the 260 Democrats, 99 are from eleven Southern states and traditionally are ultra-conservative.

Thus, the Republican-Dixiecrat coalition could have 275 votes to 161 for Northern and Western Democrats (of course, many Republican Congressmen regularly support so-called "liberal" legislation.)

The core of the Republican-Dixiecrat coalition is to be found in the powerful House Rules Committee, which has virtual veto power over legislation before it reaches the House floor. During the past eight years, the Rules Committee has exercised its veto over legislation more times than President Eisenhower. It has come to be known as the "Third House" of Congress.

(The House Rules Committee consists of 12 members—six Democrats, four Republicans, and two "Dixiecrats.")

The new Kennedy Administration will have to tackle the problem of the Rules Committee if it expects to enjoy any success in enacting into legislation any of the general welfare or pro-labor planks of the Democratic Party platform.

Three possible alternatives exist,

says Sidney Zagri, IBT director of legislation and political education:

1) The House could replace one Dixiecrat with a liberal Democrat and thus break the tie;

2) The committee could be enlarged with the objective of having a liberal majority;

3) The "21-day rule" could be enacted, which would require that all legislation be referred out of the Rules Committee within 21 days, or dis-

charged automatically for action on the floor of the House.

Any objective analysis indicates serious limitations on an effective legislative program:

1. The fact that Senator John Kennedy, if sworn in as President, will be elected by a minority of popular vote, which will definitely lessen his leadership effectiveness.

2. The fact that Kennedy ran behind the Democratic ticket in all but

In a Corner ?



HOW PRO-LABOR AND GENERAL WELFARE LEGISLATION WILL HAVE ROUGH



3 states will create additional problems for him within his own party.

3. The election of 22 new Republicans, most of whom are described as "Goldwater conservatives" will strengthen the hand of the reactionary coalition.

4. The determination of this coalition to maintain the Rules Committee in its present form and not being seriously challenged by the Democratic leadership will result in a continued blocking action of progressive legislation.

5. Kennedy's desire to create a National Unity Party will further tend to blur progressive legislative goals which will become more diluted as the merger of the National Unity program develops.

6. The AFL-CIO's announcement that amendments to Kennedy-Landrum-Griffin will be way down near the bottom of its legislative priorities indicates that it will be difficult to achieve any degree of labor unity on this issue in the 87th Congress. The Machinists indicate the desire to give Kennedy-Landrum-Griffin amendments priority. This should be supported by DRIVE.

7. Repeal of 14(b) of Taft-Hartley

is another important aspect of the Democratic platform which the AFL-CIO has already sought to ignore in its press statements indicating support for broad social legislation, such as minimum wage, Forand-type of medical care, housing, federal aid to education.

This is particularly serious in view of the gains made by the national right-to-work committees in 9 states. While it is true that the national right-to-work committee did not use the referendum procedure as a method for placing right-to-work on the ballot in 1960, it was an issue in a number of state legislative races and in several gubernatorial races. While no clear-cut gains can be established for right-to-work in many of these races, the attached analysis indicates a trend favoring right-to-work in these states. To ignore the Democratic platform on the repeal of 14(b) at this time would be a major legislative blunder.

8. Rules Committee. Even in terms of broad social legislation, it is doubtful that anything of real substance will be achieved so long as the Rules Committee and rules governing seniority appointment in the House and Senate remain intact. The first major

task of the Kennedy administration is to seek to reorganize the House, so that the Rules Committee will reflect a liberal majority or will be required to release pending bills for House action within 21 days. The Kennedy administration's refusal to tackle this problem would be a clear indication of surrender before the battle begins.

9. While it is true that Senator Kennedy will be a minority President, this does not detract from the fact that there was substantial agreement between both parties in terms of platform pledges in the following legislative areas:

- Repeal of union-busting provisions of Taft-Hartley and Kennedy-Landrum-Griffin laws;
- Rise in minimum wage law;
- Strengthening of unemployment insurance;
- Federal aid to school construction;
- Civil Rights:

(a) Revise Senate Rule 22 dealing with 2/3 vote to end filibuster

(b) End discrimination in federal housing programs

(c) Extend technical and financial aid to communities that agree to end segregation

GOING IN NEXT SESSION OF CONGRESS

CHAIRMAN, HOWARD SMITH
(REACTIONARY SOUTHERN DEMOCRAT)

2 DIXIECRATS

4 REPUBLICANS

6 DEMOCRATS



**BILL GOES
TO RULES
COMMITTEE**

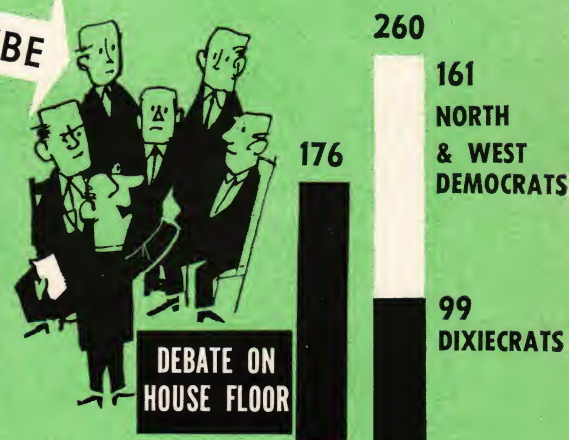
RESULT:

Liberal legislation can be stalled by combination of Republicans and two "Dixiecrats." This coalition can

often kill bill by neglecting to bring it to vote until it is too late, or by imposing rules which would assure its defeat.

Even if liberal bill does reach floor of House for vote, this is the coalition of Southern Democrats and Republicans it faces. This coalition will be even stronger in new Congress than in last.

MAYBE



REPUBLICANS DEMOCRATS

Republican-Dixiecrat coalition could have 275 votes. But a few Republican Congressmen have supported some liberal legislation in the past.

(d) Continue programs to prevent discrimination by federal contractors

(e) Outlaw labor union discrimination of Negroes from membership.

(f) Provide equal employment opportunity.

Religious Issue

Also it should be remembered that the religious issue overshadowed all other issues in the rural and suburban areas of the country. This vote is not a vote against progressive legislation.

10. On the other hand, the "have not" groups who would benefit most by constructive labor legislation and general welfare legislation swung in quite heavy to the Democratic party. This is particularly true of the Negro vote in the North which swung about 10% and the Negro vote in the South which swung about 30-40% to the Democratic ticket. This single factor alone swung the vote in the following states:

New Jersey	Delaware
Michigan	Texas
Illinois	South Carolina
Missouri	Pennsylvania

11. It is also important to note the role organized labor played in getting

out the vote in the 14 major cities of the country. It is to be noted that the heavy Kennedy majorities were rolled up in the cities and were to a large extent threatened by the Nixon gains in the suburbs.

DRIVE Responsibility

The responsibility of DRIVE is to continue its independent, non-partisan program in directing its activities where they can serve the welfare of the membership and the nation, rather than the selfish political goals of either party.

Among the guidelines for national action, Zagri said, the platform adopted by the Democratic Party lists many worthy objectives:

- Amendments to repeal union-busting provisions of Kennedy-Landrum-Griffin.
- Repeal of Section 14(b) of Taft-Hartley.
- Aid the millions of unemployed.
- Modernize unemployment insurance and social security benefits.
- Update and expand the coverage of the minimum wage law.
- Build schools and improve teacher salaries.

g. Establish a Forand-type medical care program.

h. Bring about a meaningful effectuation of civil rights for all citizens.

These proposed measures are long overdue and deserve our full support.

He also urged support of legislation to amend National Transportation Act affecting the jobs of thousands of Teamster members, and legislation covering the gray area of transportation operations which deal with regulated trucking operations, also having an effect on the jobs of our members.

Reapportionment

Reapportionment in the House seats in 25 states in 1962 will result in nine states gaining 19 House seats and 16 states losing 21 seats. The principal increase will take place in California with an increase of eight seats. The chances of labor gaining new seats through reapportionment are excellent. Of the nine states slated to pick up seats, four are controlled solidly by Democrats: California, Florida, Maryland, Texas. Democrats hope to win as many as two thirds of California's new seats under the new reapportionment.

New 'Right-to-Work' Threat Seen

Significant legislative gains by the right-to-work forces in 8 states highlight the need for effective anti-right-to-work activity at the state level.

Indiana. Twelve incumbent representatives were replaced by Republicans, publicly pledged to retention of the state right-to-work law. The five state senators who supported right-to-work in 1957 and 1959 were returned to office. In the House, the 79-21 Democratic majority, which passed a right-to-work repealer in 1959, was replaced by a 66-34 Republican majority supporting right-to-work. President and functioning head of the senate will be the new Lt. Gov. Richard Ristine, a vigorous supporter of right-to-work.

Utah. Right-to-work has become a major issue. The Democratic guber-

natorial candidate was badly beaten by Gov. George D. Clyde who supports right-to-work. Initial reports in the state legislature indicate right-to-work gains.

Kansas. Right-to-work gained more than 15 state legislature seats. Labor leaders predicted that a heavy Democratic vote would result from opposition to the state's right-to-work amendment. Republicans swept state and national offices unseating two Democratic Congressmen and a Democratic governor.

New Mexico. Traditionally Democratic state turned out incumbent Democratic governor pledged in opposition to right-to-work and elected Republican Edwin Mechem, former state legislator who had sponsored a right-to-work bill in that body.

Delaware. Elected a governor opposed to right-to-work but elected a legislative majority favoring right-to-work legislation.

Vermont. Democratic gubernatorial candidate, Russel Wiguet, opponent of right-to-work, was beaten, and a gain of right-to-work was reported in the state legislature.

Oklahoma. Republican sweep for Nixon and two Republicans sent to Congress, with several right-to-work supporters added to the state legislature.

California. The right-to-work forces in California are active in seeking an amendment to the jurisdictional dispute act which would redefine the concept of a trade dispute so that all organized labor in California would be stripped of effective collective bargaining rights.

USE THIS INSERT IN FIGHT TO PROTECT JOBS

The eight-page section which follows is inserted in your magazine in such a way that it can be removed intact. Open to center, see directions in center-fold. Remove staples indicated, and you have the complete eight-page section.

When you have removed this insert, show it to as many people as you can—your neighbor, the store where you buy your groceries, everybody you do business with. Explain to them what is ultimately at stake—the jobs of thousands of Teamster Union members like you.

Tell them they can help by taking just a few minutes of their time to write a letter or a

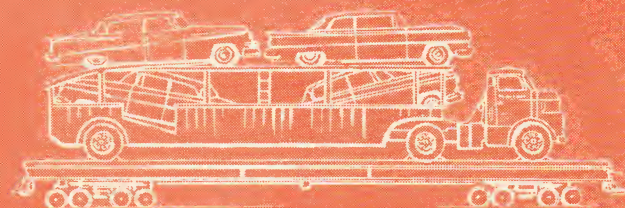
post card to their Senators and their Congressman urging them to support the Teamsters Union in its struggle for *fair play* in the transportation industry. And don't you forget to write!

You may feel secure in your job today. But if present transportation policies are allowed to continue, your job might be in jeopardy tomorrow. *Thousands of Teamsters* already know how this feels.

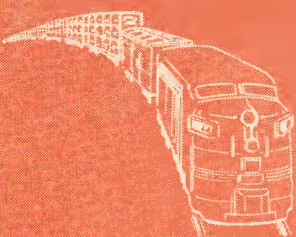
This is a job that must be done—and only you can do it!

Remove this eight-page section and use it to win support of as many people as possible.

**WHAT
YOU
SHOULD
KNOW
ABOUT**



PICKUPBACK



A STATEMENT TO THE TEAMSTER MEMBERSHIP AND THE PUBLIC

The threat to the jobs of Teamsters which piggyback promised has become a distinct reality. From the East Coast to the West Coast thousands of Teamsters have lost their jobs or suffered drastic loss in work opportunity as a result of the fantastic and soaring growth of piggyback. Unless something is done to combat this menace, additional thousands of Teamster members will be shoved out of work. Figures for the first six months of 1960 reveal the overwhelming growth of piggyback throughout the United States. Estimates for the number of car loadings show that piggyback has been 36% higher in the first six months of 1960 than in the similar period of 1959. Altogether 276,435 rail cars were loaded with trailers. On an over-all basis, piggyback has been 121% greater than in the same period of 1958. In every area piggyback has been destroying our hard-won Teamster benefits and conditions.

Two years ago many persons said piggyback would not be a threat to the jobs of Teamsters. After all, piggyback had been tried before. This has not proved to be the case. A boom in the piggyback method of operation has taken place, and this boom threatens to do away with the jobs of thousands of Teamsters in the next few years. Unless action is taken to cope with the dangers of piggyback, Teamsters everywhere will experience its severe effects.

PIGGYBACK — AN OLD STORY

When piggyback operations began in earnest several years ago many persons questioned its usefulness. Had not piggyback been tried off and on since 1885? The answer was, "yes". However, the striking phenomenon of the current piggyback boom which makes it entirely different from earlier piggyback attempts is its overwhelming growth. Previously, piggyback was a small-scale operation. Today, following a series of favorable I.C.C. decisions, piggyback is attaining almost fantastic proportions.

THE EFFECTS OF PIGGYBACK

The chief danger from piggyback is that scores of Teamsters are already losing their jobs. But beyond this, additional factors must be looked into. In some areas, piggyback is stifling competition in the freight field. For example, under the piggyback method of operation there are cases where Cadillac automobiles have been shipped at rates cheaper than those which the railroads have charged for hauling sand and gravel! Decisions of the I.C.C. have fostered this destructive rate-cutting by the railroads. In addition to the stifling of competition, piggyback has brought other severe effects. Millions of dollars in taxes are being lost to federal and state governments when the railroads haul truck trailers. This tax loss is highly detrimental to local area economies.

The severity of the piggyback question makes it urgent for Teamsters in every area to press for local, state, or federal programs to study the ramifications of piggyback. We our-

TYPES OF PIGGYBACK OPERATIONS

PLAN I —

Carriage by railroad of trailers of common carrier truckers either at a flat charge per trailer or a so-called "*division*" of the rate — a "*substituted*" service performed for the trucker who solicits the business and bills the shipper. Also see Plan V.

PLAN II —

Railroad performs all of the service, including furnishing of trailer, loading and unloading, and pickup and delivery. Railroad solicits the business at truck-competitive rates and bills the shipper.

PLAN III —

Railroad furnishes flatcar and provides loading and unloading of trailers. Shippers handle pickup and delivery Ramp-to-ramp rates made for these shipper trailers based on commodity and quantity moved, or at a flat per-trailer charge. (*Plan III charges usually approximate 50 cents a car-mile when two trailers are loaded.*)

PLAN IV —

Railroad furnishes only power and rails for shippers who not only furnish both flatcar and trailers, but perform all loading, unloading, and pickup and delivery services. A flat charge

selves must do everything possible to arouse the public's attention to the harm which piggyback brings.

THE I.C.C. AND THE PIGGYBACK QUESTION

Piggyback has become a reality and is having harmful effects. These are the first facts to be faced. The situation becomes more harmful, however, when we discover that the effects which piggyback is having have not been adequately analyzed by the I.C.C. As is well known, in its actions on this matter the I.C.C. has openly and completely favored the railroads instead of the trucking field thereby rendering direct harm to the jobs of Teamster drivers. An indication of the I.C.C.'s outright favoritism came from a subcommittee of the Senate Interstate and Foreign Commerce Committee in a report issued on August 29, 1960. Adopting the views of a number of complainants against the I.C.C. the subcommittee bitingly inferred that the I.C.C. had favored the railroads against the coastal and intercoastal shipping industry. In a further section of this report, the subcommittee noted that charges have been made that the I.C.C. has sharply discriminated against the motor carriers, particularly insofar as new economic services are concerned. As the subcommittee said,

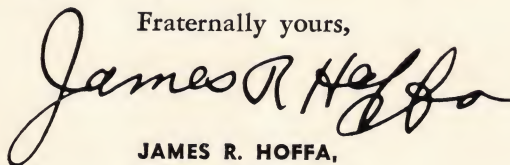
"Some of these services appear to be growing without adequate knowledge on the part of the Commission of their impact on the transportation economy of the country. The subcommittee believes that an adequate discharge of the Commission's functions calls for an investigation of the current problems in the motor vehicle field caused by these new developments."

The subcommittee thus notes how the I.C.C. has failed to carry out its function where these new developments, such as piggyback, are concerned.

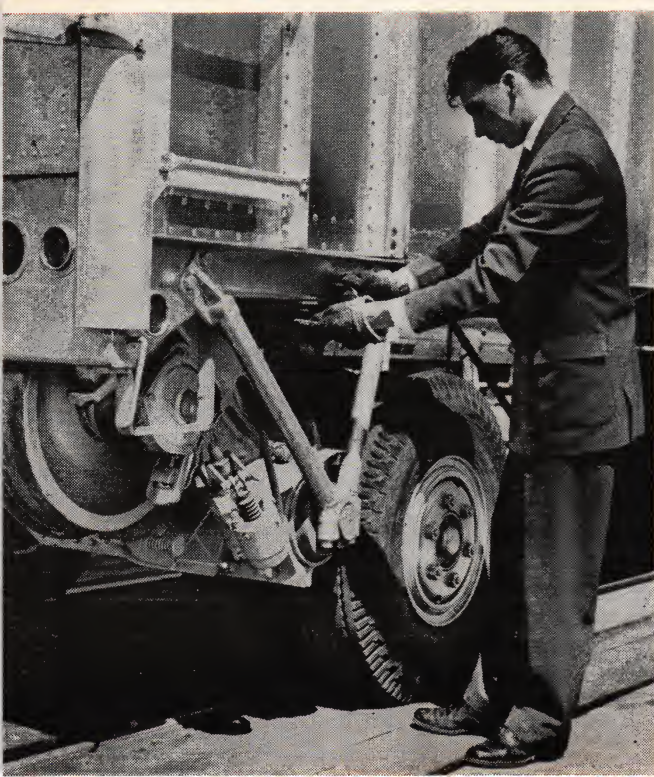
WHAT IS NEEDED?

The need, as the Senate Report indicates, is for a full-scale study of the effect of piggyback to be made under the auspices of the Federal Government. Piggyback and the question of containerization are not local problems; they are national in scope. Piggyback has created severe dangers to the jobs of all Teamster drivers in every part of the country. Piggyback is destroying competition in the freight industry and has harmful effects on state and local areas. For these reasons the enclosed material has been prepared — to alert Teamsters to the problems confronting them and to demand national action on the piggyback question. Every Teamster should make it his duty to contact his Senator, his Congressman, and state or local governmental officials and inform them about the economic dangers of piggyback. We ourselves will do everything possible to get national action on this problem.

Fraternally yours,



JAMES R. HOFFA,
General President



per car is made for not exceeding two trailers, and whether trailers are loaded or empty. (Plan IV charges usually approximate 40 to 42 cents a mile.)

PLAN V —

Joint rail-truck rates. In effect, such rates extend the territory of each carrier into that served by the other, permitting each to handle shipments originating in or destined to the other's territory. Each may sell for the other.

Note: There are a host of variations of these basic plans. Under Plan II, for example, there are special rates which require shipper to load, consignee to unload. Other rates restrict the terminal area; still others apply only when shipper picks up the empty trailer at the ramp and delivers the loaded trailer at the same location. In many cases, allowances are made for use of shippers' trailers — and so on.

One of newest developments in "piggyback" field: With a minimum of effort and time, rail "wheels" and trailer wheels are interchangeable. Trailer can ride rails on "train wheels," quickly shift over to highway discs.

THE "HOW" OF PIGGYBACK

Although piggyback service is essentially the hauling of highway trailer bodies, with or without wheels, atop railroad flatcars, a wide variety of loading and unloading methods and, consequently, of equipment, has grown up with the new operation.

This experimenting is necessary and is bound to continue, but railroaders agree that more standardization must come, to facilitate interchange and to keep investment in special facilities at a reasonable level. Many roads are turning to leasing arrangements (and so are shippers under Plans III and IV) as a means of keeping equipment costs down.

Here, in brief, are chief loading methods in use, and equipment involved:

1. Conventional end-loading on conventional flatcars converted to or built for piggyback service. Several simple, fast-working "bitch" and "tie-down" devices have been developed for and are in use on these flats.

Trailer Train Co. — owned by ten railroads, U.S. Freight Co. and Rail-Trailer Co., is increasing its fleet of flatcars for lease to member roads to 1916 by the addition of 800 85-ft. cars built by ACF and Pullman-Standard. Van Car Co., a subsidiary of Rail-Trailer, handles car distribution. Rail-Trailer also has a fleet of 760 trailers (*built by Fruehauf and Trailmobile*) for lease under Plans I, II and III.

2. Flexi-Van system: Employs special turntable flatcars and highway bogies to transport trailer containers without wheel assemblies. Until recently limited to New York Central, the system has been adopted by the Milwaukee, and the "Q" is now interchanging vans but not cars with Central.

3. Clejan system: This "guided" end-loading method requires special center-sill flatcars and special devices on trailers. Some 450 cars are in use on SP, Erie, GCS, and New Haven. (*SP, a big user, offers a discount in charges to common carrier truckers whose equipment has Clejan attachments.*)

This system got a big push when General American Transportation Co. (*largest of specialized-car operators*) bought American patent rights on the Clejan car. GATX has leased 100 of these flatcars to freight forwarders and is building 150 new, improved lightweight flats for the service. GATX also licensed Fruehauf to build and sell trailers and multi-purpose containers newly designed for transport on GATX cars.

4. MoPac "Container" system: in side loading, demountable trailers are swung to and from gondolas and flats by gantry cranes.

5. Adapto system was developed by ACF, and has a wide variety of general and special-purpose containers. These also are lifted to and from flatcar or flatbed truck. On the Rock Island, where the method is in limited use, special Clark fork-lift trucks handle the transfer.

Container developments are bound to make piggyback headlines as more and more experiments are tried. Southern Car & Mfg. Co. recently brought out a "Railiner" container using special roller arms for side transfer between flat and truck. Fruehauf's Strick Division has developed "Stricktainer," a 17½-ft. body with an adjustable trailer chassis to handle one or two units. Pullman, Inc., which some time ago announced its "PAT" system, recently made Arthur L. Berry, formerly General Manager of Trailer Train, Assistant to the President, with the specific assignment of advancing and coordinating efforts of Pullman-Standard and Trailmobile in the development of trailers, containers, and flats for coordinated piggyback services.

NEW AIRLINER-FREIGHTER

The much-discussed "birdyback" — airborne "piggyback" — transportation could become practical with the building of the Canadian turboprop airliner-freighter. The design of the new plane offers a revolutionary type of loading procedure: A sidehinged tail will swing aside, allowing direct entry to the whole fuselage. The ability to drive loaded trucks into and out of the freight cabin which is 100 feet long (7,375 cu. ft. of space), coupled with a payload almost double that of conventional craft, could open a new horizon in air-freight.

The airliner-freighter, known as the CL-44, is being built by Canadair, Ltd. and is scheduled to be delivered in November, 1960, also will have a longer range than present commercial planes. It will be capable of carrying 167 passengers and five tons of freight more than 4,000 miles at approximately 400 mph.

Its operating cost per ton-mile may be as low as 3.5 cents — compared to representative U. S. cargo planes which average 6.5 to 7 cents in ton-mile operation.

This development comes in a field of growing importance to Teamsters — the International Brotherhood is stepping up organizing in the air-freight field.



**FOR THE 60s
some predictions:**

"Within the next 10 years, airline revenue from cargo will equal if not surpass passenger revenues."

**Willis G. Lipscomb, vice president,
PAN AMERICAN AIRWAYS.**

"5-billion ton miles by 1965."

**Donald W. Douglas, Jr., president,
DOUGLAS AIRCRAFT CO.**

"Inevitable that some day air transport will move more cargo than passengers."

**Raymond A. Norden, president,
SEABOARD & WESTERN AIRLINES.**

Millions of Ton Miles

500

AIR CARGO NOW

400

300

U.S. DOMESTIC*

200

100

WORLD INTERNATIONAL**

0

1949

'50

'51

'52

'53

'54

'55

'56

'57

'58

*Freight & express carried by U.S. trunklines, local service lines, all-cargo lines, & Alaskan airlines.

**Freight & express carried between countries by 87 member airlines of IATA.

Data: International Air Transport Assoc.; Air Transport Assoc.

RAILWAY EXPRESS EXPANDS USE OF RAIL PIGGYBACK SERVICE

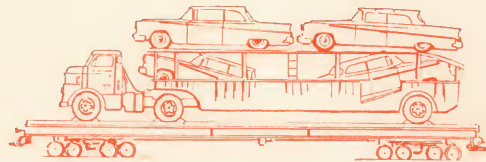
The Railway Express Agency, Inc., has broadened its use of rail piggyback service by opening a daily long-haul operation between Philadelphia and Chicago.

The agency said the move was designed to improve express service and schedules and to cut the high costs associated with moving business on passenger trains. It is the latest in a series of steps being made to trim an annual deficit which is threatening the existence of the agency.

Railway Express began the use of piggyback on the 800-mile run between Philadelphia and Chicago with the Pennsylvania Railroad's TrucTrain, a service in which an entire freight train is composed of piggyback cars. Eight cars are used by Railway Express.

Agency officials also disclosed that daily piggyback runs on the 210-mile route between New York and Boston began on the New York, New Haven & Hartford Railroad some time ago. The agency uses many trailers for this operation.

Railway Express began daily use of New York Central Railroad's Flexi-Van piggyback service on the 280-mile passenger train runs between Chicago and Detroit and into upstate Michigan two years ago. Already, Railway Express has made increased profits through these innovations.



"PIGGYBACK" GROWS

Teamsters are also watching the "piggyback" development with increased interest. "Piggyback" has grown to the extent that over 50 of the nation's 113 large class I railroads are using this method, with the operation growing rapidly the last few years. Last year about 1 per cent of rail freight car-loadings used "piggyback."

Railroads showed a solid gain in overall volume of piggyback shipments in 1959 over 1958. At the same time, some rails were experimenting with new equipment, (*see box*) trying to standardize equipment to simplify operations.

The significance of the great number of railroads now using piggyback may be seen by the fact that only six or seven years ago only a couple of railroads employed this method. There is the further fact that most major rails now offer some type or types of piggyback service at major terminals. It has been reported that during 1958 a total of 276,767 flatcars were loaded with trailers carried by 41 railroads. In 1957, there were 249,065, 40 roads reporting. The major significance here is that an increase of 11.1 per cent occurred when all rail carloadings were down 14.6 per cent at the same time.

Tractors pulling dual trailer combinations and operating for the first time on New York and Massachusetts highways

Canada announcing 1960 delivery of a turboprop airliner of a design offering a possible revolutionary solution to long-range air freight problems

Railroads making increased use of hauling highway trailers "piggyback" with western rails planning large-scale car-haul operations in this method

A contractor transporting successfully a giant 91-ton transformer from railhead to construction site without damage to highway or bridge

Occurrences such as these are examples of changes which shape day by day the industries where Teamsters are affected — or will be affected. Such events indicate the ever-changing technology and technique of industry — new equipment and new methods which could have universal effects.

USE OF DOUBLE-BOTTOMS



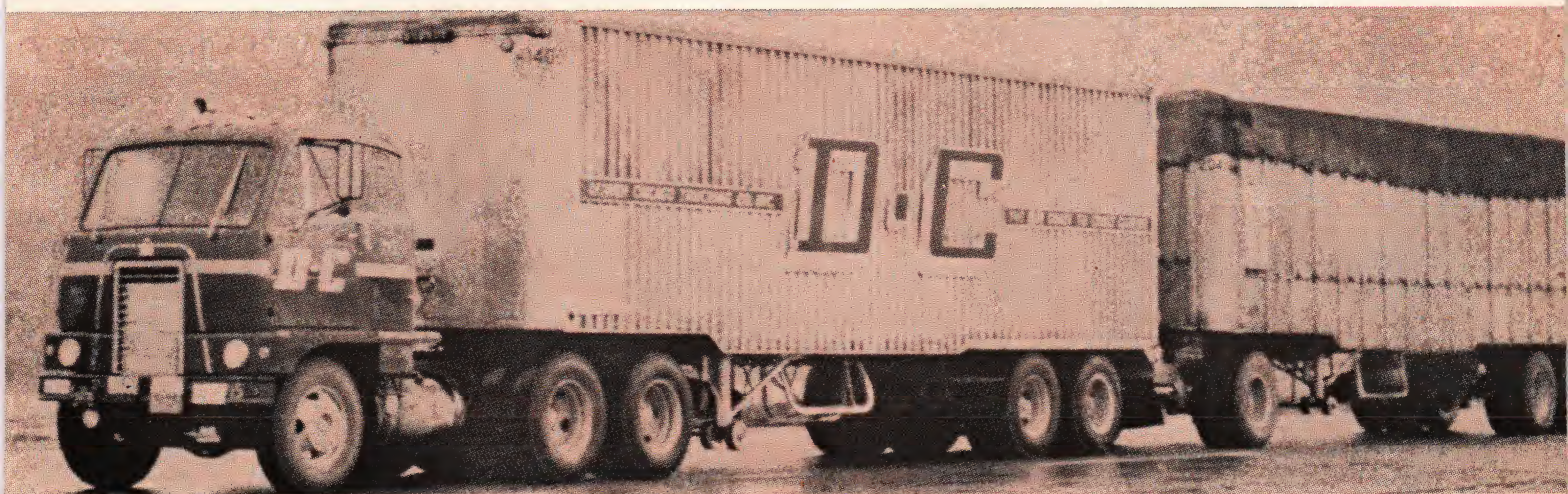
Of immediate interest to Teamsters and truck transportation in the East is the experimental use of tractors pulling dual trailers — double-bottoms — on highways in this region. Long in use in western and central states, the double-bottoms, if successful in New York and Massachusetts, could mean doubling truck payloads and reducing operating costs on expressways in Eastern locales.

These three-vehicle combinations can total 98 feet in length and carry gross loads of 127,000 pounds.

The tests have been conducted jointly by the New York State Thruway Authority and the Massachusetts Turnpike Commission. Despite icy weather in February 1960, three of six authorized carriers began the continuing series of test runs. Designed to last through April, these trips extended from the northern borders of Pennsylvania and New Jersey to Boston. They were highly successful.

Highway officials in Pennsylvania, Ohio and Indiana followed these test runs closely. They are said to envision eventual tandem trailer runs from Boston all the way to Indianapolis.

Officials of a western firm participating in the tests were reported to have told the Thruway Authority that they want to use double-bottoms in the East in order to balance their east-west operations and make them more flexible.



Since the tandem combinations may not be used on regular highways in New York, the Thruway Authority made available temporary areas at various terminal points for the hook-up and break-up of the vehicles. In all, eight such stops were provided on the 539-mile cross-state system, the nation's largest toll expressway.

Basically, the double-bottom is two regular semi-trailers, each not more than 40 feet long, pulled by a tractor 220 to 335 hp. The trailers are connected by a "dolly" — a special set of axles hooking them together. The tractor of one carrier had tandem driving rear axles with both lead and rear trailers having tandem axles. This amounted to 34 wheels distributing some 60 to 64 tons. Overall length of one double-bottom was 84 feet. On at least one, the tires were experimental—reinforced with steel mesh beneath the tread. On another, there were 20 forward gear speeds.

The carriers met exacting requirements. Each turned in daily operations' reports. Drivers certified they had "no accident" records dating back five years, and underwent physical examinations. The carriers had to have public liability insurance of a minimum \$100,000 for injuries sustained by one person; \$300,000 for injuries sustained by more than one person, and \$50,000 to \$500,000 in property damage.

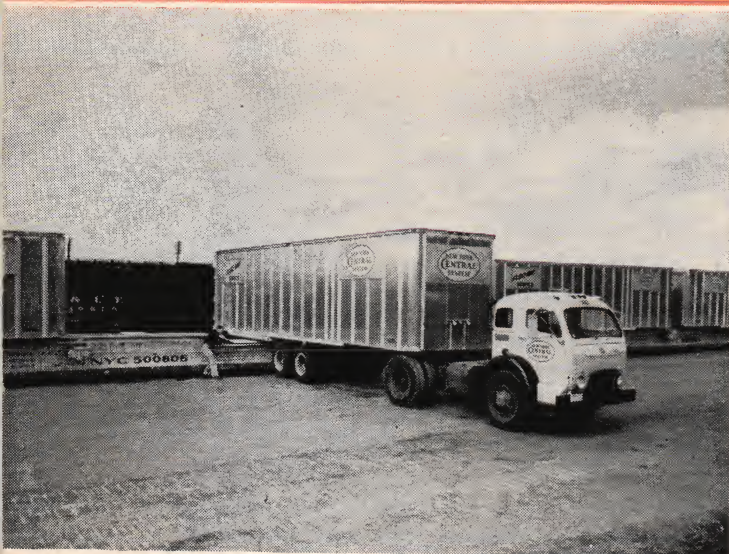
Precautions were made to come within weight limits and not to jeopardize Federal aid to states increasing their gross weight limits beyond 73,280 pounds — a provision of the Highway Act of 1956.

After full testing of the double-bottoms, the director of the Thruway Authority reported no mishaps, and that apparently there no problems.

WHO'S WHO IN PIGGYBACK

(A Selected Picture)

- BALTIMORE & OHIO:** Plans II, III. Interline under both.
- BESSEMER & LAKE ERIE:** II. Interline.
- BOSTON & MAINE:** I, II, III. Interline under all.
- CANADIAN NATIONAL:** I, II. No interline.
- CANADIAN PACIFIC:** I, II. No interline.
- CENTRAL OF NEW JERSEY:** II, III. Interline under both.
- CHICAGO, BURLINGTON & QUINCY:** I, II, III, IV. Plan I, under which trailers of subsidiary trucking company only are handled, is local to the "Q," although Burlington Truck Lines interchanges trailers with other common carrier truckers. II interlined. III local to "Q," IV interlined.
- COLORADO & SOUTHERN AND FT. WORTH & DENVER,** Burlington "family lines": Participate in II and III, but do not have I or IV. Plan II both local and interline but doesn't apply to Texas intrastate traffic; III largely local, but interchange with one Texas carrier.
- CHICAGO & EASTERN ILLINOIS:** I, II, III, V. Interline II, III.
- CHICAGO GREAT WESTERN:** I. No interline.
- CHICAGO & NORTH WESTERN:** I, II and IV. II interlined; I, with Pennsylvania only.
- CHICAGO, ROCK ISLAND & PACIFIC:** I, II, III, IV, V. Interline II and IV.
- DELAWARE, LACKAWANNA & WESTERN:** II and III. Interline both.
- DENVER & RIO GRANDE WESTERN:** II, III and IV. II, local; III and IV, local and interline. (Also handles common carrier trailers for own trucking subsidiary.)
- ERIE:** I, II, and III. Interline all.
- FLORIDA EAST COAST:** I. Interline.
- GREAT NORTHERN:** II. Interline.
- ILLINOIS CENTRAL:** II, III. Interline both.
- KANSAS CITY SOUTHERN:** II, V. Interline both.
- LOUISIANA & ARKANSAS:** Part of KCS system.
- LEHIGH VALLEY:** II, III. Interline both.
- MAINE CENTRAL:** III, interline with Bangor & Aroostook.
- LOUISVILLE & NASHVILLE:** II. Interline.
- MINNEAPOLIS & ST. LOUIS:** I, II. I, local. II, interline.
- MISSOURI-KANSAS-TEXAS:** I, II. Interline both.
- MISSOURI PACIFIC:** II, III, IV. Interline all.
- MONON:** I, II. I, local II, interline.
- MILWAUKEE ROAD:** II. Interline, NYC only.
- NEW YORK CENTRAL:** II, III. Interline both.
- NEW YORK, NEW HAVEN & HARTFORD:** I, II, III. Interline all, plus a strictly local Plan I.
- NEW YORK, SUSQUEHANNA & WESTERN:** II. Interline.
- NICKEL PLATE:** II, III. Interline both.
- NORFOLK & WESTERN:** Plan I. Interline.
- NORTHERN PACIFIC:** II. Interline.
- PENNSYLVANIA:** I, II, III, IV. Interline all.
- READING:** II. Interline.
- SANTA FE:** II, IV. Interline both.
- ST. LOUIS-SAN FRANCISCO:** II, III, IV. Interline all. (Also handles common carrier trailers of trucking subsidiary.)
- ST. LOUIS-SOUTHWESTERN:** II, Interline. (Also common carrier freight of trucking subsidiary.)
- SOUTHERN PACIFIC:** I, II, IV. Interline on II and IV. (Also handles common carrier freight of trucking subsidiaries.)
- TEXAS & NEW ORLEANS:** (part of SP system): II. Interline.
- UNION PACIFIC:** II, IV. Interline both.
- WABASH:** II, III, IV. Interline all.
- WESTERN MARYLAND:** II. Interline.
- WESTERN PACIFIC:** II, IV. Exploratory Plan I. Interline all.
- DELAWARE & HUDSON:** Participation is handling cars from B & M at Mechanicsville, N. Y. to D & H Buttonwood, Pa. connections and return; and B & M at Mechanicsville to D & H Binghamton, N. Y. connections and return.
- LONG ISLAND:** Service in connection with Pennsy and connections; Limited service with IV.
- QUANAH, ACME & PACIFIC** (see Frisco): Plan II connection with Frisco.
- PITTSBURGH & WEST VIRGINIA:** Intermediate carrier Plan II.





APPLE BOYCOTT

Nation Asked Not to Buy Yakima Valley

Apples in Support of Teamsters' Strike There

Teamsters' Local 760 in Yakima, Wash., has initiated a nationwide boycott of the famous Yakima Valley apples, urging the general public not to buy the "scab apples," and soliciting the support of all Teamster members to pass the word to their friends.

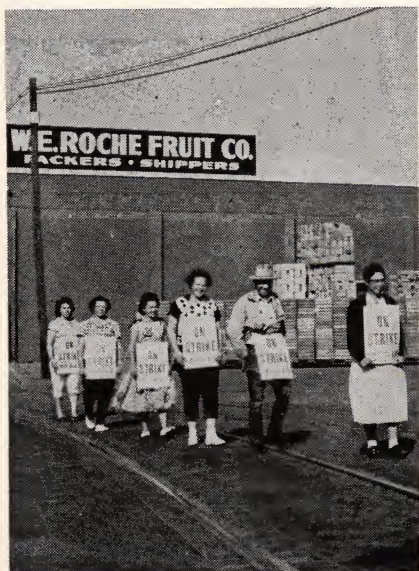
The two-month-old strike began August 27, when 26 apple-packing companies acting as a unit, refused to

sign a new collective bargaining agreement with the union, unless the following provisions were eliminated: the union shop clause, overtime pay, seniority, and the grievance procedure.

The strike has been sanctioned by the International Brotherhood of Teamsters, the Western Conference of Teamsters, and Teamster Joint Council 28 in Seattle, Wash.

agreement with the packers for more than 20 years. The packers' demands for a new agreement astounded even the most anti-labor elements in the state of Washington.

Today, there is only one union company, Pacific Fruit and Produce, that is processing the famous Yakima Valley apples. All the other packers are using scabs and strike-breakers.



As this issue went to press, the following Yakima apple brands came under union contract and were not included in the boycott:

Sno Maid, Sno Boy, State Seal, and Chief Joseph.

The 26 packers have refused to participate in attempts by the Federal Mediation and Conciliation Service to settle the strike. Local 760 was willing to go to Federal Mediation.

Washington Governor Robert Rosellini intervened, asking that 760 and the packers accept impartial fact finding or arbitration. Local 760 agreed but the packers refused.

The strike involves 1200 of the 2400 members of Local 760. The Local has had a collective bargaining



"Let me tell you, they will weep before we will..."

Secretary-Treasurer John F. English
To AFL-CIO Convention, 1957



EXPULSION: Three Years

**Fear of McClellan, Internal Politics Brought AFL-CIO
To Low State, While Teamsters Union Gained New Strength**

A three-year era of upheaval in the American labor movement marks its anniversary this month.

In December, 1957, the AFL-CIO buckled under the McClellan Committee's vicious attack upon labor. In a wave of "save-our-own-necks" hysteria, AFL-CIO leadership fought for and won expulsion of the Teamsters Union.

This action broke open labor's ranks. Even though the AFL-CIO later repudiated the McClellan Committee's charges as phony, its earlier implied acceptance of the committee's charges in expelling the IBT paved the way for passage of the union-busting Kennedy-Landrum-Griffin Law in 1959.

Three years of IBT independence and AFL-CIO political chicanery have demonstrated the foresight of Teamsters General Secretary-Treasurer John F. English when he told the 1957 convention of the labor federation:

"We are on the chopping block

now, but who is going to follow us? And when they do, let them be judged by what they do here today. Don't come weeping on our shoulders. We will be able to take it, but I wonder if they will be able to . . ."

Since the IBT went independent, its membership growth has been steady despite a continuing loss of membership in other unions. Today the IBT is the largest trade union in history.

Yet every other major union has lost membership, financial strength, and organizational security. And passage of Kennedy-Landrum-Griffin has had grave impact upon their organizing and strike effectiveness.

Expulsion of the Teamsters Union was the AFL-CIO's biggest blunder, resting as it did upon internal federation politics and deals made with the McClellan Committee in order to evade investigations of other unions and union leaders.

Oblivious to the Committee's "divide and conquer" strategy in its

avowed quest for a labor-killing bill, the AFL-CIO yielded to pressure in a tragic groping for "good public relations."

The AFL-CIO Ethical Practices Committee, which hasn't met since, adopted the McClellan Committee charges against the IBT **without any independent investigation of its own.**

It recommended expulsion at the AFL-CIO convention in December, 1957, ignoring eloquent pleas by a handful of tough-minded trade unionists that the federation defeat the recommendation.

Among the hard-hitting speeches against expulsion was Secretary English's.

"Regardless of what anybody here may say, deep down in your hearts you know there is not an International here that is any better than the Teamsters," English told the delegates.

"If it hadn't been for the Teamsters Union, how many times in the existence of your organizations would you



After

have lost strikes? Perhaps you might not even be here. . . .

"Some people want to be all-powerful and how quick they are to turn the collar. There aren't five International Unions here that could stand the acid test, but yet they are willing to sit here and see us get whaled. As I said before, somebody else here is going to have their turn next. . . .

"Oh, it makes my blood run cold. Coming near the end of my days, I never thought I would live to see this. The Teamsters more than any other International built up this organization (the AFL) for you; we were the ones that laid the foundation. All these years we tried to build a good house and we feel we did it. . . .

"The Teamsters Union will get along, come what may. And we will never forget our friends, as Teamsters have never forgotten their friends. As far as our enemies are concerned, they can all go straight to hell. . . .

"I am first, last and always a Teamster. When I look at those birds up there on the platform, I am afraid I might talk the Teamsters' language, because they have all got their minds made up to give us a hosing. But let me tell you, they will weep before we will, and you can take that anyway you want to."

It was widely known at the time of that convention—and referred to by several of the speakers—that the McClellan Committee held a club over the heads of those individuals who voted against expulsion.

Nevertheless, 21 International Unions voted against expulsion. Of these, a number were actually "investigated" by the committee, including the Meat Cutters, Hotel and Restaurant Workers, and the Carpenters.

The leaders of the expulsion movement, George Meany and Walter Reuther, were paid off handsomely with "kid gloves" treatment when they were called before the Committee. They were permitted to make polite speeches and nothing more was done.

By thus helping to make a "whipping boy" of the Teamsters Union, the AFL-CIO leadership set the stage for Kennedy-Landrum-Griffin. The Committee was able to wage a bitter attack upon the entire labor movement under the guise of "concentrating on the Teamsters." And the AFL-CIO, having earlier lost its taste for battle, had forfeited its right to protest against the Committee's methods.

It was two years after expulsion—at the AFL-CIO's next convention in October, 1959, after the McClellan Committee had concluded its attacks and Kennedy-Landrum-Griffin had become law—that the federation belatedly tried to take a courageous stand.

It finally denounced the McClellan Committee as "an ill-concealed effort to discredit and weaken and, if possible, destroy" the trade union movement.

It went on to say that McClellan Committee procedures "never adequately protected the rights of witnesses or of those accused by witnesses." The Committee, it said, "put individuals on trial in the press and by television"; many questions were asked "for publicity purposes"; and some committee members "even rendered verdicts of guilty before hearing the testimony."

The AFL-CIO's 1959 resolution finally admitted that the Committee was "far too often used as a vehicle for whipping up hysterical support for anti-labor legislation."

Forgotten was the 1957 report of the AFL-CIO Ethical Practices Committee, which stated openly that "this report is based entirely on published materials, principally the transcript of the hearings before" the McClellan Committee.

Following expulsion, the International Brotherhood of Teamsters continued to cooperate with brother trade unionists, avoiding raids or other vindictiveness.

Earlier pacts with the Machinists, the Meat Cutters, the Upholsterers, the Flight Engineers, and the Carpenters, Laborers, and Operating Engineers were reaffirmed. New pacts were

New Attack

Senator John L. McClellan of Arkansas, who tried to resume his McClellan Committee attack upon labor last August and couldn't get a quorum, will try again on December 13, he announced last month.

As before, his attack upon the labor movement will be hidden behind a renewed assault upon the Teamsters Union. He stated that the purpose of the latest round of hearings is to see whether even tougher labor laws are required. Also as before, the AFL-CIO is expected to remain silent.

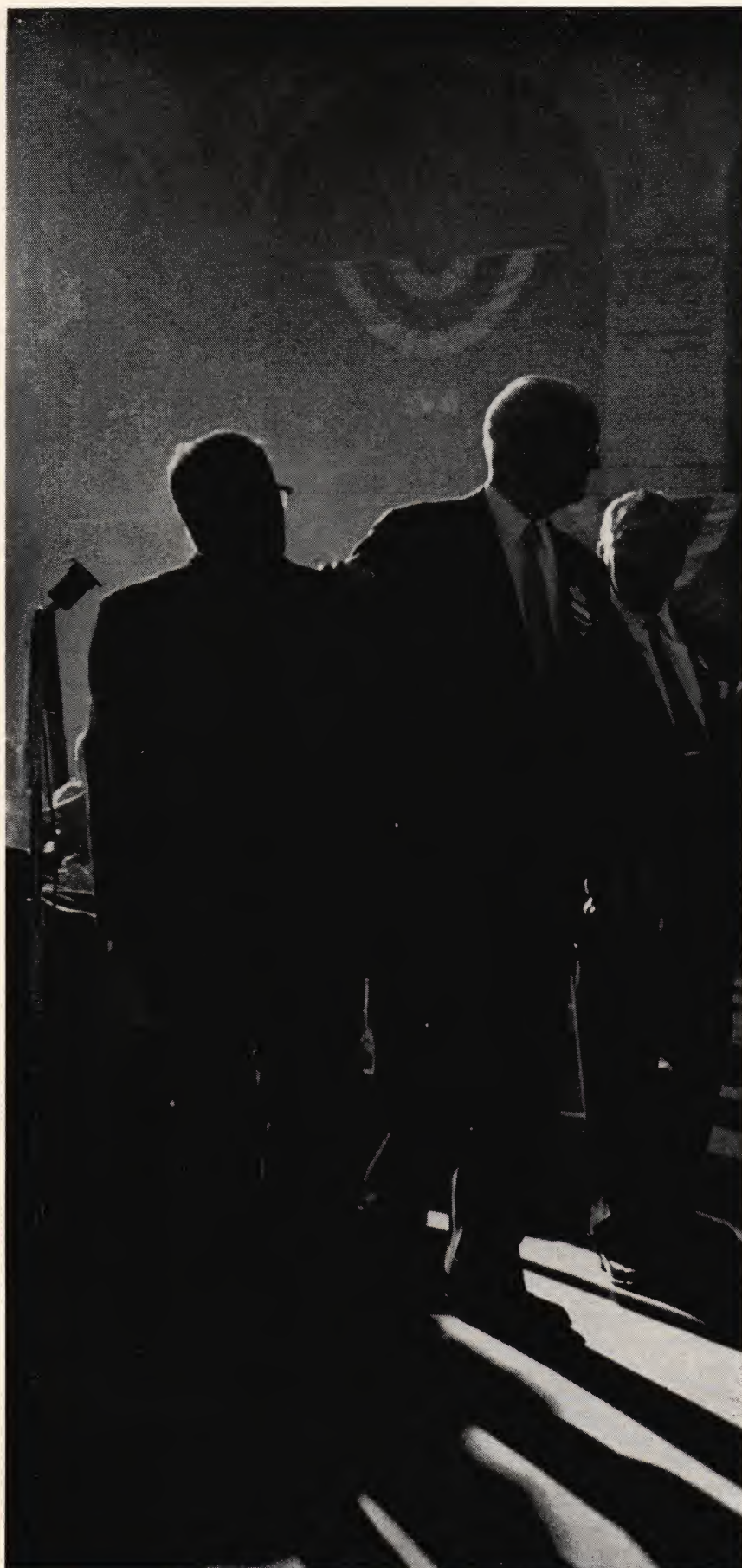
Again resorting to the "re-hash" method of operation, the McClellan Committee is expected to take another look at several New York City locals which were previously "investigated."

McClellan also announced that he plans to lay the blame for any real or imagined Teamster ills, anywhere in the country, squarely on IBT President James R. Hoffa.

It was nearly four years ago that McClellan began his "investigation" of labor and the Teamsters—a lifetime job by Congressional Committee standards.

But with the possibility of a new Teamster convention sometime in the near future, McClellan has been expected to carry on his personal crusade against President Hoffa and other top Teamster officials.

One face will be missing at the committee table this time—counsel Bobbie Kennedy. With the election of his brother as U. S. President, Bobbie is currently being touted as "the man to see in Washington."



English leaves platform after stirring 1957 speech.

explored with the Office Employees, the Brewery Workers, and the Retail Clerks (the latter after the IBT entered joint negotiations with the Clerks in 1958 at Montgomery Ward to help end a six-months Clerks strike there).

In addition, the Teamsters, the National Maritime Union, and the International Longshoremen's Association announced plans for a Conference on Transportation Unity, looking toward eventual cooperation by all unions involved in the transport industry. Talks were also held with the Seafarers International Union looking toward amity on the nation's waterfronts.

But George Meany was not to be outdone in his sad little crusade. He forbade all federation affiliates from formal cooperation with the IBT, although he hypocritically permitted "local cooperation," which is where all cooperation takes place effectively, anyway. Nevertheless, the pacts were scrapped.

Meany and the AFL-CIO then went a step further in their quest for "good public relations." With fanfare, they announced formation of a rival trucking union in Puerto Rico, backed by the island government, to "raid" Teamster jurisdiction. A charter was issued; it has long since been returned to the AFL-CIO. The Teamsters beat them with better wages.

The only other "fanfare" attack upon Teamster jurisdiction was in Tampa, Fla., where the AFL-CIO sent dozens of organizers to help the Brewery Workers try to defeat the Teamsters at two new breweries. The Teamsters won both elections.

Through it all, the Teamsters Union has held to a firm policy against raiding AFL-CIO affiliates in organized shops. But where workers are unorganized or where they petition for disaffiliation from their present union, the IBT has taken the position that AFL-CIO-assigned jurisdictions no longer apply.

"We will organize any worker who is unorganized and whom we can help to achieve a better economic status," General President James R. Hoffa has said.

During the three year period, the Teamsters Union growth has been steady. Even the McClellan Committee had to admit that. At the same time, major unions such as the Auto Workers, the Steel Workers, and the Machinists have steadily lost membership.

A vaunted AFL-CIO membership drive in the South stalled in its tracks; the IBT has forged ahead significantly,

not only in terms of membership growth, but in contract conditions. Today in the Southern states, truck drivers in many communities make higher wages than top community officials.

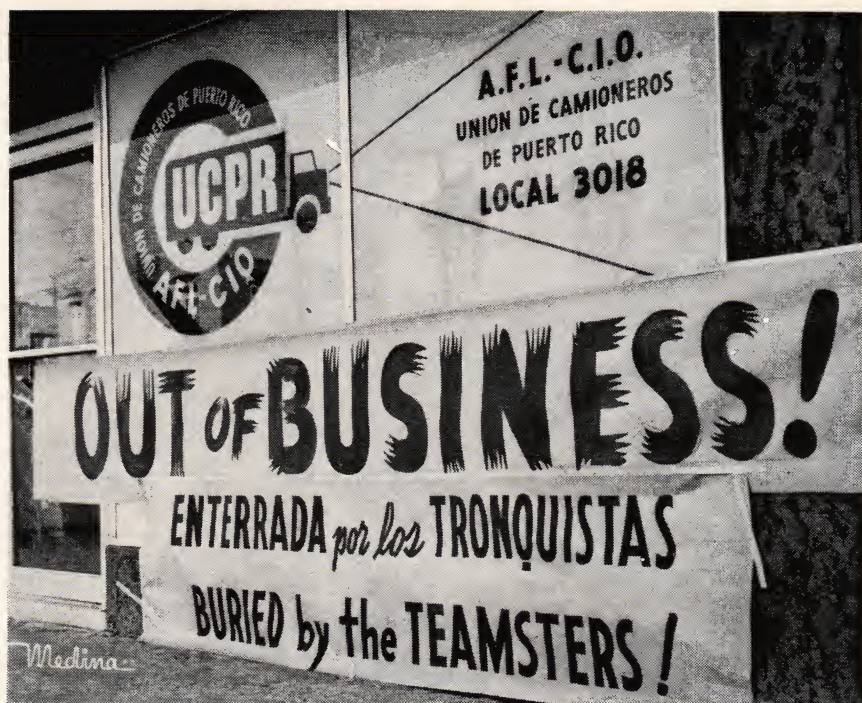
Coercion by the McClellan Committee, while the major force in obtaining expulsion of the Teamsters Union from the AFL-CIO, was not the only force. It played to other ambitions. Independent observers are agreed that a Meany-Reuther "power play" was served by the Committee's insistence upon expulsion.

From the time of the merger between the old AFL and the CIO, the Reuther group looked askance at the influence the large Teamsters Union would have within the merged body. Expulsion was convenient to them in many ways.

But a groundswell of opinion from state and local central bodies is beginning to put pressure upon the top AFL-CIO leadership for reaffiliation with the Teamsters.

At the 1959 AFL-CIO Convention, a resolution was offered by the International Painters Union (which had voted for expulsion in 1957) to readmit the IBT. But the resolution was sidetracked by top federation officials and never reached a vote.

Among the affiliated bodies which have passed resolutions calling for re-



A widely heralded drive by the AFL-CIO to set up a rival truckers' union in Puerto Rico ended in failure when it went out of business for lack of members. Sign above was posted by Puerto Rico Teamsters Local 901.

admission are: Texas AFL-CIO, Illinois AFL-CIO, Pennsylvania AFL-CIO, Greater Boston AFL-CIO, Houston AFL-CIO, New York's Nassau-Suffolk Counties central body, Council Bluffs (Ia.) central body,

Sonoma County (Calif.) central body, and Butte and Glenn Counties (Calif.) central body.

James McDonough, president of the Pennsylvania AFL-CIO, told Meany that "even before the recent passage of the vicious and punitive 'labor reform legislation,' there has been a steadily developing attitude in many areas of the trade union movement that the continued expulsion . . . requires serious reconsideration."

The Texas AFL-CIO urged "our national AFL-CIO leadership to hasten the day they (the Teamsters) are once again a part of the official family of labor."

The Nassau-Suffolk (N.Y.) Council said it was "convinced that the place for the country's largest trade union is within the family of labor, and nothing constructive has been or can be accomplished by its continued banishment. It is now clearly evident that the forced disaffiliation of the Teamsters was a serious error."

The Nassau-Suffolk resolution significantly pointed out that the expulsion "has dignified with implied approval the kangaroo-court procedures of the McClellan Committee, which seeks to destroy the great principle of American justice that innocence is presumed prior to conviction of crime by due process of law."

AFL-CIO Net Worth Shrinks by Million-Plus

The International Brotherhood of Teamsters paid the AFL-CIO some \$750,000 each year in per capita tax as an affiliate. In the three years of expulsion, this would have amounted to \$2,250,000.

During the same three year period, net worth of the AFL-CIO decreased by a total of \$1,267,090.15. Loss of the Teamsters per capita resulted in many layoffs and serious retrenchment in many departments by the AFL-CIO.

During the 1957-60 period, IBT net worth increased by \$202,734.09, despite million-dollar strike expenditures in the eleven-state trucking strike in 1958 and monitor costs of more than \$750,000, plus organizing expenditures.

Here is the financial picture at a glance:

AFL-CIO Net Worth

As of June 30, 1957	\$6,330,613.16
As of June 30, 1960	5,063,523.01

Teamsters' Net Worth

As of June 30, 1957	\$38,047,748.47
As of June 30, 1960	38,250,482.56

The loss of Teamster per capita income is also reflected in the AFL-CIO's financial statement of income and disbursements. In 1957, it received a total of \$10,143,961.37 in dues or per capita tax. In 1960, this amount had shrunk to \$9,071,258.56.

Low Wages Cost More, Hospitals Told

A University of Michigan professor warned hospital officials last month that low wage scales "will not get slightly worse employees than other firms . . . they will get the dregs of the labor market."

George Odiorne, director of the Bureau of Industrial Relations at the University, told a Hospital Financial Management Workshop that "increased wages can cut labor costs."

"The difference between getting the worst employee and the best is a matter of 15 per cent in actual pay. Yet the difference is that the best employee will produce twice as much (or cost half as much) as the worst."

"By paying 30 to 40 per cent below the market you buy ironclad insurance of obtaining the worst available workers."

Citing secretaries as an example, Odiorne said, "My research shows that if you hire a secretary between \$55 and \$60 a week, she'll average 45 words per minute. If you pay between \$67 and \$72 a week, she'll be a 75 w.p.m. typist and be a lot more useful in other ways. If you pay \$40 a week, you should be thankful if she's even seen a typewriter."

"Pay policy, whether in hospitals or elsewhere, indicates that it's foolish to pay the worst rates in town. It costs more."

"It's old stuff to hard-headed businessmen that you can cut labor costs by raising individual wages and then demanding excellent performance. As Henry Ford put it, 'There's no such thing as an earned wage that's too high.'"

In comparing wage scales within their communities, Odiorne continued, hospitals should include their fringe benefits. "In some hospitals these fringe benefits come to as high as 30 per cent or more of base pay, yet the hospital in its hiring and personnel administration emphasizes only its low cash take-home pay."

"If you consider these fringes as a second kind of money—tax-free income—you might find your compensation plans are only a small amount below what it would take to get superior people to work for you."

The workshop was sponsored by three Michigan chapters of the American Association of Hospital accountants in cooperation with the U-M School of Business Administration and the Michigan Hospital Association.

North Dakota's Most Modern Labor Building

The largest and most modern organized labor office in the State of North Dakota is the new building of Teamsters Local 116 in Fargo. The 1400 members of Local 116 established a building fund in 1955 by assessing each of themselves \$5 per year. Other fund raising within the membership has been carried on since, and today they own a \$90,000 plant that is large enough to meet their needs present and future. The building contains a large auditorium, recreation facilities, a modern kitchen, storage space, and other features designed with future growth and expansion in mind.





IBT's Plans For Poultrymen

(Editor's Note: The following article appeared in the Poultry Tribune, one of the Nation's leading poultry publications.)

Ever since Teamster Union President James R. Hoffa met with a group of New Jersey egg producers and then gave the green light for organization of a Teamsters' local for the Jersey farmers, the poultry industry has been watching and wondering.

What does Hoffa and his giant union plan to do for egg producers? Where are they headed next? To get some of the answers, POULTRY TRIBUNE has interviewed Teamster officials who have worked closely with the union's new enterprise.

Here's their story in their own words.

Q—What's responsible for the Teamsters interest in organizing egg producers?

A—We have an interest in them because we want to, and believe we can, improve their economic condition through union organization. But what's more important is the fact that this interest was generated by the farmers themselves. They came to us. This all began when a group of farmers from the Vineland, N.J., area approached General President Hoffa and

asked for help. And remember this—they came to us after they had tried many other methods of helping themselves, and failed.

Q—How many poultrymen's locals have the Teamsters set up, and where?

A—At present we have just one poultry local. This is local No. 530 in Vineland, N.J. We're treating this as a "pilot" operation to find out definitely whether we can give real help to poultrymen. There are a number of people in Lakewood, N.J., who also

want a Teamsters' charter, but we're holding that up to see how much good we can do at Vineland.

Q—We have heard reports that the Teamsters may organize poultrymen in other states as well. Where do you plan to expand?

A—General President Hoffa is not "considering" any expansion in the sense of looking around for places to put new locals. We won't get to the question of expansion until we've proved one way or the other at the Vineland local whether we can be of help. But a lot of poultrymen in other states have been writing to Mr. Hoffa to ask him to start organizing activities in their areas. We've had letters from people in both Carolinas, and in Georgia, Pennsylvania, Virginia, Florida, Oregon, Washington, California, Idaho, Mississippi, Louisiana, Texas, and Arkansas.

Q—What are you telling these people?

A—We reply in each case that if the Vineland local proves we can help, we will move on. Mr. Hoffa makes it very clear to the people in these other states that until we know for sure we can help, we do not feel they should be paying dues to our organization.



ORGANIZING

Q—About this Vineland local, how big is it?

A—We have about 700 members there. That's a conservative figure, but a fair one.

Q—How about initiation fees and dues?

A—There was no initiation fee in the Vineland local. The dues are \$3.00 a month.

Q—You've been working with the poultry local since early this year. Do you think you really can help poultrymen on the basis of what's happened in this period?

A—We're very encouraged about the outlook as of now. To begin with, shortly after the Vineland local was organized, egg prices on the New York Mercantile exchange went up and we think that was at least partly a response to the formation of the local. General President Hoffa thinks the exchange will continue to hold prices up in the hope this will stop the union.

Q—But what concrete steps are you planning to help producers?

A—Very soon now we present a new program to the Vineland local. This was developed by General President Hoffa personally and it's designed to hold an economy for our members at the same level we have this fall. Beyond that, we've got a number of state and Federal legislative goals for next year. If we achieve them, we think it will help poultrymen. The most important, of course, is amendment of the Capper-Volstead Act.

Q—What changes do you want to make in the Capper-Volstead Act?

A—Well, you know this is the law dealing with bargaining by farmers through cooperatives. In the simplest



terms, what we want is an amendment which would allow the farmer to bargain for the price of his products through a labor union, also, if he chooses to affiliate with one. This was possible in the days of the old Clayton Act before passage of the Capper-Volstead Act some years ago. We know it will be quite a battle to get the act amended. We're frank in saying that right at this moment our chances may not be too good.

Q—How would this change help farmers?

A—If you can bargain through a union, legally, and you are fully organized the advantages are obvious. What has defeated the poultrymen in the past, we believe, is that he has not been well organized and his cooperatives have lacked strength. In the Vineland area we've been told that in some cases people were changing cooperatives monthly because one cooperative or another would offer a quarter of a cent more per dozen. To some extent, poultrymen must accept responsibility for their own economic position today because of their failure to organize better in the past.

Q—Is there any other way in which you think a union can help farmers?

A—Yes, we can help in their approach to the political arena. In the past this has often been divided and weak. But look at Local 530 in Vineland now. It has a political committee which approaches legislative problems at the state level with unity. The best evidence of how this works is in the way the local's influence was used on state legislators from the area this year. They succeeded in defeating a proposed bill under which farmers could have been charged for egg crates.

Q—Talking about egg promotion,

would the union take any interest in increasing egg consumption?

A—Yes, we are interested in this and we think we can do something about it. Our new program to be unveiled at Vineland soon takes this into consideration.

Q—Getting back to your legislative moves, what are your plans for 1961?

A—On the national level, of course, our first move will be to attempt to get Congress to consider changes in the Capper-Volstead Act. We will also support bills granting price supports to poultry producers through direct compensatory payments. Where state legislatures are in session, even in places where we do not have poultry locals, we will be trying to relieve state taxes which we consider to be penalties on poultrymen.

Q—How far will the Teamsters go to find out whether the Vineland "pilot" experiment really works out and should be expanded? Do you have any cutoff date?

A—Mr. Hoffa has set no time limit. We've spent more than \$50,000 on this already and as of now there is no money ceiling, either. But after a reasonable length of time if we see that we can't help economically or legislatively, of course we would withdraw.

Q—So far you've been dealing only with egg producers. The broiler industry is more heavily integrated. Would that present any great problems if you expanded?

A—No. If union organization can be successful in the poultry raising industry, there's no reason it can't be successful in allied integrated businesses.

Q—What other areas of agriculture are the Teamsters keeping an eye on with a view toward possible future organization?

A—Any area in which there is an indication of interest in organization. Probably the first moves will be made in the types of farming which are most heavily mechanized and automated.

Q—Do you plan any moves to eliminate present exemptions from Federal control on trucking of farm products?

A—That has never come up in any of our discussions. This isn't to say it couldn't come up in the future. But it is not in our plans now, and before it was considered we would first want to ask what effect it would have on farmers and the industries we are representing.



Memorial Trust Fund For Teamster Orphans Nears \$20,000 Mark



Teamster Local 909's campaign to raise a Memorial Trust Fund for 26 Teamster children who lost one or both parents in a tragic accident last summer was near the \$20,000 mark late last month.

Anthony "Toney" Pazik, secretary-treasurer of 909 in Worthington, Minn., said that contributions were coming in large and small. Teamster families are sending \$1.00 and \$5.00 contributions, in addition to the larger contributions from Local Unions and Joint Councils, he said.

Teamster President James R. Hoffa has urged every member of the Teamsters Union to contribute at least 25 cents to the fund. This is less than one cent for each of the children.

Eight Teamsters were killed in the accident last summer. Seven of the Teamster members were in one car after having completed the night shift at the Campbell Soup Company plant. Another Teamster member was riding in the other car.

The Fund will be administered by three trustees: Father A. T. Perrize, pastor of Our Lady of Good Counsel Church; E. L. Meyer, president of the Worthington First National Bank; and Teamster Vice President Gordon Conklin.

Here is a list of Teamster organizations who made contributions to the Fund last month:

Teamster Local Union 799, Winona, Minn., \$10.00; Teamsters Local Union 579, Janesville, Wis., \$25.00; Teamsters Joint Council 42, Los Angeles, Calif., \$1,000; Teamsters Joint Council 32, Minneapolis, Minn., \$100; Teamsters Local Union 808, New York, N. Y., \$100; Teamsters Local Union 299, Detroit, Mich., \$150; Teamsters Local Union 336,

Cleveland, Ohio, \$25; Teamsters Local Union 487, Mankato, Minn., \$25; Teamsters Local Union 249, Pittsburgh, Pa., \$25; Teamsters Joint Council 16, New York, N. Y., \$250; Teamsters Local Union 697, Wheeling, W. Va., \$100; Teamsters Local Union 574, Cape Girardeau, Mo., \$100; Teamsters Local Union 352, Toronto, Ontario, Canada, \$25; Teamsters Local Union 929, Philadelphia, Pa., \$100; Teamsters Local Union 379, Boston, Mass., \$10; Teamsters Local Union 43, Racine, Wis., \$25; Teamsters Local Union 401, Wilkes-Barre, Pa., \$100; Teamsters Local Union 399, Hollywood, Calif., \$50; Teamsters Local Union 873, St. Joseph, Mo., \$25; Teamsters Local Union 32, Duluth, Minn., \$25; Teamsters Local Union 698, Modesto, Calif., \$50; Teamsters Local Union 250, Pittsburgh 1, Pa., \$25; Teamsters Local Union 454, Springfield, Ohio, \$10; Teamsters Local Union 52, Cleveland, Ohio, \$25; Teamsters Local Union 329, St. Cloud, Minnesota, \$50; Teamsters Local Union 95, Kenosha, Wis., \$50; Teamsters Local Union 921, San Francisco, Calif., \$25; Teamsters Joint Council 38, Sacramento, Calif., \$100; Teamsters Local Union 789, Fairmont, W. Va., \$25; Teamsters Local Union 627, Peoria, Ill., \$50; Teamsters Joint Council 65, Collinsville, Ill., \$50; Teamsters Local Union 528, Green Ville, Ill., \$10; Teamsters Local Union 50, Belleville, Ill., \$25; Teamsters Local Union 127, Boston, Mass., \$25; Teamsters Local Union 550, New York, N. Y., \$100; Teamsters Local Union 559, Hartford, Conn., \$25; Teamsters Local Union 394, Des Moines, Iowa, \$50; Teamsters Local Union 443, New Haven, Conn., \$200; Teamsters Local Union 175, Charleston, W. Va., \$100; Teamsters Local Union 227, Seattle, Wash., \$50; Teamsters Local Union 389, Los Angeles, Calif., \$25; Teamsters Local Union 202, New York, N. Y., \$250; Teamsters Local Union 683, San

Diego, Calif., \$100; Teamsters Local Union 162, Portland, Ore., \$50; Teamsters Local Union 664, Minneapolis, Minn., \$25; Teamsters Local Union 809, Portland, Ore., \$100; Teamsters Local Union 340, Portland, Maine, \$50; Teamsters Local Union 359, Minneapolis, Minn., \$200; Teamsters Local Union, 671, Hartford, Conn., \$25; Teamsters Local Union 928, Los Angeles, Calif., \$25; Teamsters Local Union 311, Baltimore, Md., \$25; Teamsters Local Union 673, Wheaton, Ill., \$200; Teamsters Local Union 693, Binghamton, N. Y., \$200; Teamsters Local Union 554, Omaha, Neb., \$500; Teamsters Joint Council, 45, Des Moines, Iowa, \$100; Teamsters Local Union 139, Saskatoon, Canada, \$25; Teamsters Local Union 64, Providence, R. I., \$25; Teamsters Local Union 999, Paterson, N. J., \$100; Teamsters Local Union 229, Scranton, Pa., \$25; Teamsters Local Union 126, Fond Du Lac, Wis., \$50; Teamsters Local Union 285, Detroit, Mich., \$10; Teamsters Local Union 395, Moose Jaw, Sask., Canada, \$5; Teamsters Local Union 447, Lawrence, Mass., \$50; Teamsters Local Union 206, Portland, Ore., \$100; Teamsters Local Union 738, Chicago, Ill., \$50; Teamsters Local Union 927, Halifax, N. S., Canada, \$120; Teamsters Local Union 223, Portland, Ore., \$50; Teamsters Local Union 971, Belleville, Ill., \$25; Teamsters Local Union 186, Santa Barbara, Calif., \$50; Teamsters Local Union 944, Pittsburgh, Pa., \$25; Teamsters Local Union 726, Chicago, Ill., \$100; Teamsters Local Union 618, St. Louis, Mo., \$260; Teamsters Local Union 584, New York, N. Y., \$50; Teamsters Local Union 28, Springfield, Mo., \$25; Teamsters Local Union 238, Cedar Rapids, Iowa, \$100; Teamsters Local Union 137, Marysville, Calif., \$50; Teamsters Local Union 438, Kankakee, Ill., \$25; Teamsters Local Union 749, Sioux Falls, S. D., \$25; Teamsters Local

Union 225, Milwaukee, Wis., \$10; Teamsters Local Union 682, St. Louis, Mo., \$150; Teamsters Local Union 743, Chicago, Ill., \$500; Teamsters Local Union 469, Perth Amboy, N. J., \$50; Teamsters Local Union 34, Battle Creek, Mich., \$25; Teamsters Local Union 797, Olympia, Wash., \$25; Teamsters Local Union 748, Modesto, Calif., \$250; Teamsters Local Union 56, Sheboygan, Wis., \$50; Teamsters Local Union 517, Fresno, Calif., \$25; Teamsters Local Union 857, Sacramento, Calif., \$25; Teamsters Local Union 822, Norfolk, Va., \$100; Teamsters Local Union 482, Rockford, Ill., \$50; Teamsters Local Union 817, New York, N.Y., \$50; Teamsters Local Union 230, Toronto, Ontario, Canada, \$25; Teamsters Local Union 590, Baltimore, Md., \$25; Teamsters Joint Council 58, Houston, Tex., \$100; Teamsters Local Union 373, Fort Smith, Ark., \$50; Teamsters Local Union 93, Los Angeles, Calif., \$100; Teamsters Local Union 147, Des Moines, Iowa, \$500; Teamsters Local Union 66, Seattle, Wash., \$25; Teamsters Local Union 40, Mansfield, Ohio, \$25; Teamsters Local Union 804, Long Island, N. Y., \$100; Teamsters Local Union 581, Grand Forks, North Dakota, \$50.

INDIVIDUAL TEAMSTER CONTRIBUTIONS

Charles Farrell, International Auditor, \$50; Erwin L. Gordon, Baltimore, Md., \$2; Phil Merciu, Los Angeles, Calif., \$1; William Watkins, Los Angeles, Calif., \$1; John E. Concello, Los Angeles, Calif., \$1; DuWayne C. Johnson, Milwaukee, Wis., \$2; Herbert M. Shnt, Jr., Baltimore, Md., .25c; J. Dale, Hermosa Beach, Calif., \$1; Lantus R. Montgomery, Quincy, Ind., \$1; S. M. Seaver, Aurora, Ind., \$1; A. Bryson, Los Angeles, Calif., .25c; William M. Roberts, Azusa, Calif., \$1; The Garbers, Los Angeles, Calif., \$1; Hugh Hafer, Milwaukee, Wis., \$5; L. H. Hancock, Terre Haute, Ind., \$1; R. J. Prillaman, Baltimore, Md., .25c; Jim E. DeVore, Westminster, Calif., .25c; Henry Donaldson, Montebello, Calif., \$1; The Executive Board of Local Union 691, Richmond, Ind., \$5; W. E. Kaser, Glendale, Calif., .25c; Wayne Schropshire, El Dorado, Kan., .25c; Darly McLaughlin, Cleveland, Ohio, \$1; William E. Thompson, Omaha, Neb., .50c; Monroe E. Camp, Walton, N. Y., \$5; John B. Nowakowski, Buffalo, N. Y., \$1; James A. Bennett, Portland 2, Ore., \$1; Gerald V. Gjerieth, Black River Falls, Wis., .50; Le Roy Morgon, Brooklyn, N. Y., \$1; Hoenshell, Playa Del Ray, Calif., \$1; Angie Lee Whiting, Seattle, Wash., \$5; Earl Van Volkenburgh, Long Beach, Calif., \$5; Lou Lien, Los Angeles, Calif., .25c; A. J. McCain, Harrisonville, N. J., \$1.

ANONYMOUS—Los Angeles, Calif., \$2; Richmond, Ind., .30c; Portland, Ore., 1; Los Angeles, Calif., .25c.

Letters Praise Memorial Fund

Contributions to Local 909's Memorial Trust Fund for Teamster children often are accompanied by letters praising the "union spirit" the endeavor represents. Here are a few such letters.

Mr. Pazik:

Please add this \$1.00 to the Trust Fund for the children of the members of Local 909, Worthington, Minn., who were killed in the tragic accident this summer.

I hope your drive is a tremendous success and can exceed your goal. This is a good example of the union spirit of caring for their own.

Sincerely yours,

Allen J. McCain
Formerly Member
Local 676
Camden, N.J.

AUTOMOTIVE, PETROLEUM AND ALLIED INDUSTRIES EMPLOYEES UNION . . . LOCAL 618

ST. LOUIS, MISSOURI
October 31, 1960

Mr. Anthony Pazik
Secretary-Treasurer
Teamsters Local, No. 909
P.O. Box 21,
Worthington, Minnesota

Dear Sir & Brother:

Enclosed herewith is our Local Union's check in the amount of \$260.00 representing a token contribution to the Memorial Trust Fund for the minor children orphaned by the accident as outlined in your recent letter.

We realize that this is a small contribution toward the sum that you are attempting to raise, and for this reason, we say this is a token contribution. We expect to make additional contributions from time to time to help you reach this goal.

We would appreciate your keeping us advised as to the progress of your efforts. You and the officers of your Local should be highly commended for your thoughtfulness and efforts in fostering this program.

Fraternally yours,
EDWIN D. DORSEY
Secretary-Treasurer,

CAMP'S BRAKE SUPPLY

MONROE E. CAMP, Mgr.
WALTON, NEW YORK

Nov. 7, 1960

Mr. Anthony "Tony" Pazik, Secty;
Local #909, Teamsters
Worthington, Minn.

Brother Pazik:

Your message in the November Teamster urging Locals and members to contribute to the Memorial Trust Fund for the children left homeless by the terrible traffic disaster is very touching to my heart, being a Teamster Member of Local #182, Utica, N. Y. since 1938. I have traveled over-the-road as Bus & Truck driver over 2,000,000 miles until 1952 when my health forced me to leave the road and since then have been a supplier to large Union operated truck companies in Central and Southern New York State. I am always a paid up member of Local #182, and wish at this time to contribute to this worthy cause of a Teamster Local. I am enclosing my personal check to the Worthington Local #909, for this Memorial Fund.

Fraternally yours,
MONROE E. CAMP

Two More Unions Struck By K-L-G

The notoriously anti-labor Kennedy-Landrum-Griffin law continued to create havoc with the internal management of labor unions last month, as the Department of Labor moved to upset two more elections.

The two unions involved are the Lodge 70 of the Machinists Union in Wichita, Kan., and Local 11 of the Hod Carriers' Union in Pittsburgh, Pa.

Machinists' Lodge 70 is made up of nine Machinists local labor organizations. It conducted its election last April. Secretary of Labor James Mitchell has accused the Lodge of not using secret ballots, and not providing adequate safeguards to insure a fair election.

Mitchell has accused the Hod Carriers' local of not using secret ballots at its June election. It is also charged with allowing ineligible members to vote.

Previously, Mitchell had moved to upset the election of National Maritime Union President Joseph Curran, and several other local unions, including AFL-CIO President George Meany's Plumbers Union.

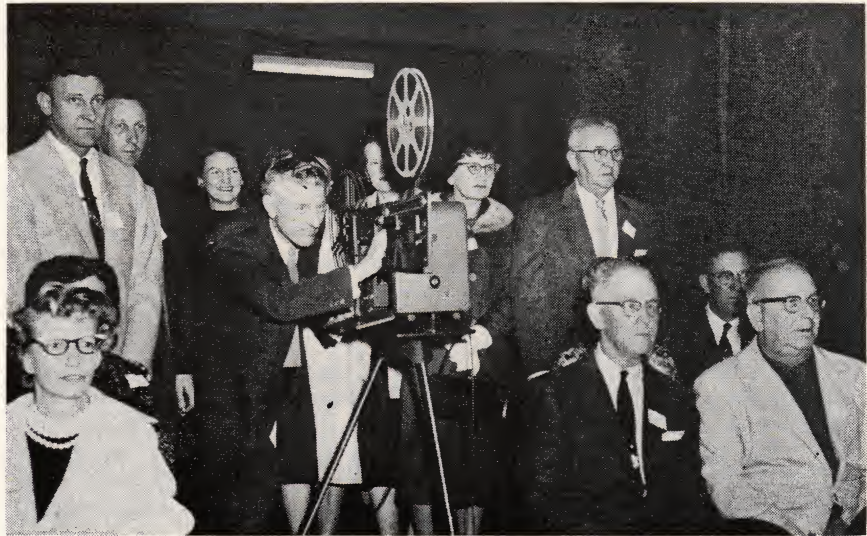
Under the Kennedy-Landrum-Griffin law, Mitchell, if he suspects a violation of the anti-labor law, may file a civil suit in Federal Court against a labor organization.

Strike Starts At Post-War Low

Secretary of Labor James P. Mitchell announced last month that the number of strikes beginning in September was at a record postwar low, continuing what he termed "a 1960 trend toward one of our best industrial relations years."

"Fewer strikes began during the first 9 months of 1960," Secretary Mitchell said, "and fewer workers were involved in these strikes than in any similar period since the end of World War II." Totals for the two categories during the January to September period were 2,765 and 1,120,000, respectively, according to preliminary estimates of the Labor Department's Bureau of Labor Statistics. Man-days of idleness for the same period stood at 15,650,000, the third lowest level since the war.

Movie Shows Labor Law Ills



Minneapolis Members of Teamsters Joint Council, No. 32 and their wives were deeply impressed with the film "A Bench in the Park" shown at a special meeting recently. The clear, dramatic episodes on how the Landrum-Griffin law harasses labor unions in collective bargaining procedures was praised by the men and women. Shown are some of the members and women while Operator Al Kuiper runs the film.

One Out of Five U.S. Workers Not Covered by Compensation Laws

Approximately 80% of America's working force is protected by workmen's compensation laws, but there is still 20%, representing thousands of workers, who are not covered by the compensation laws.

A Department of Labor publication, released last month, noted that over two-thirds of the states have broadened workmen's compensation laws since 1953. The new provisions include additional occupations, groups of workers, and types of disabilities, such as radiation and other occupational diseases.

Benefit Levels

The publication, entitled "State Workmen's Compensation Laws," points to a trend that has increased the level of benefits paid. Three times as many laws provide maximum benefits of \$40 or more a week for temporary total disability. Over six times as many as in 1953 provide maximum weekly benefits of \$50 or more, the publication notes.

The International Brotherhood of Teamsters has fought for several years to increase the coverage to 100% of

the working force, and to increase the benefits.

"But despite improvements of the last few years, thousands remain without compensation for injuries on the job. Many of these unprotected workers are among the 2 million persons each year who suffer occupational injuries and deaths," the publication states.

Laws of States

The publication released by Secretary of Labor James Mitchell revises previous bulletins on this subject and brings up to date information on workers, jobs, injuries, and diseases covered by the law, and on the amount and duration of benefits.

According to the publication, 30 jurisdictions currently require an employer to have workmen's compensation insurance. The laws of 25 states do not exempt employers having fewer than a specified number of workers.

In addition, 34 laws have full coverage of occupational diseases and 40 laws provide full medical benefits for the injured workers.

Exploding The Myth of People's Capitalism

You have seen the pictures in the slick magazines, the full-page advertisements designed to sell a concept, not waffle irons or toasters, at least not directly. There's a homey shot of a family, or individual shots of people who own General Electric or U. S. Steel or Standard Oil, the big words say. It sounds reassuring and possibly makes you wonder how you could say anything harsh about such nice companies; big, yes, but big in a friendly way, and after all, they are like one of us, we all own them.

The idea was growing that the American public does own the big companies through stock purchases, there is no doubt about that.

About now, however, that thought is due to be exploded.

An economist writing for the American Economic Review reveals a lot of figures that show that the theory of a "people's capitalism" is no better than a lot of other fancy phrases, like "right-to-work," that sound good but carry a mean wallop.

Victor Perlo shows that each of the big-name families, the DuPonts, Rockefellers and Mellons, owns more stock than all the working men together. The total value of stock held by all wage earners families in the country comes to approximately \$750 million. The value of holdings of the Rockefeller and Mellon families exceeded \$3 billion each, and the DuPont family holdings total \$4 billion.

"In short, any one of these families or more properly speaking, groups of related families—owned many times as much stock as all the wage earners in the United States," the economist stated. "Indeed, the market value of Rockefeller holdings in a single corporation, Standard of New Jersey, was twice the market value of all the holdings of all American wage earners," Perlo added.

In careful, scholarly, documentary fashion, Perlo compares the holdings of the wage earner and the giants of finance in communications, railroads, power companies, banks, pension funds, insurance companies, endowment funds, and foundations. He finds that the concentration of ownership is centered in "massive

holdings" of trust departments of banks, representing a few hundred thousand accounts.

"It is evident that the concentration of stock-ownership among a comparatively few individuals and families remains exceedingly great," Perlo stated. "The important stockowners are numbered in the hundreds of thousands, rather than the millions. And the decisive stock-owners are numbered in the tens of thousands."

Among the listed stocks analyzed is that of American Telephone and Telegraph Co. It is shown that this stock, "the most popular stock of all," follows the trend toward increased concentration in the hands of big investors, with the large holders, those with over 500 shares each, holding 44.3 per cent of the stock.

The illusion that small holders exert influence on the operation of the giant corporations does not hold up under Perlo's study.

"One can search far and not find a real representative of small stockholders among the directors of large corporations, whether a representative is defined as one having an occupation similar to that of the typical small stockholder (small business man, salaried employee, wage-earner), or being an official of an organization of any of these groups," the economist declared.

His conclusion is one that we do not expect to see displayed by General Electric, U. S. Steel or Standard Oil:

"The basic claim of 'People's Capitalism,' that the rank and file of the population are becoming owners of the means of production in American Industry, is without foundation in fact. The widespread diffusion of this theory signifies only the effectiveness of organized propaganda."

Yet we do not expect the propaganda to come to an end. The theory is too useful to the manipulators, it is something too good for them to let go.

Because of economists like Perlo, though, who are beginning to spread the truth, the propagandists may develop a lingering suspicion that a growing number of people do not believe them, and truth has a fair chance of holding on long enough to win.

Washington Teamster

Teamsters Hit by Sale of Detroit Paper

Another big newspaper merger, this time the Detroit *News* taking over the Detroit *Times* lock, stock and barrel, has thrown 450 Teamster members out of work, plus several hundred more members of the American Newspaper Guild and the printing unions.

William Randolph Hearst, publisher of the *Times*, attributed the sell-out to the *News* to rising costs.

Detroit now will be served the news by only two newspapers, the morning

Free Press and the afternoon *News*. The 2,000,000 people in the Detroit area used to have four newspapers. The morning competitors were the *Free Press* and the *Mirror*. The afternoon competitors were the *News* and *Times*.

The *Free Press* and the *News* now have monopolies in their newspaper market. This has been the trend in the newspaper industry throughout the nation.

The *News* has announced that it

will retain some of the *Times* employees, but no specific figure has been given. It is a certainty that the vast majority will have to find new jobs in Detroit or move to other areas, if they want to remain in their life-long professions.

The 450 Teamster members thrown out of jobs are members of Local 372, which is headed by Joe Probanda. Just how many of these members will be taken on by the *News* has not been announced.

Local Raps 'Moonlighting'

Teamster Local 237 announced its outright opposition to "moonlighting" by New York's policemen, firemen, and other city employees last month, charging that the city should pay wages for a decent standard of living.

William Lewis, president of 237, called moonlighting "a wage-depressing device." Moonlighting is a term used to describe a second job held by many people who do not earn enough on their regular job to make ends meet.

City's Obligation

"The city is obligated to pay its employees what they're worth, and what will enable them to maintain a decent standard of living," Lewis declared.

"Any moonlighting, even a modified form, only encourages the city government to continue to deny employees the salary increases they justly deserve. Employees seeking the right to hold dual jobs look to private industry, instead of the city government, for the differential between present city pay and a living wage," he said.

"This shortsightedness helps to keep their city pay at a standstill," Lewis added. "It should not be encouraged or condoned. The policemen, firemen and other city employees who want authority to hold outside jobs clamor for their own doom."

A Department of Labor survey recently published found that a family of four in New York City needs about \$115 a week to live at a level of minimum comfort and decency. The average city employee earns substantially less than that. Many have take-home pay of less than \$65 a week. The Labor Department also reported that 5,000,000 American workers have two or more jobs.

Wage Hike Needed

"Moonlighting will continue in the city government, despite any departmental rules and regulations to the contrary, so long as city salary remains low," Lewis said. "Moonlighting can be eliminated only when the city pays a wage that will provide not only a level of minimum comfort and decency, but also enough to permit an employee to enjoy some of the better things in life, and educate his or her children."

Pre-Construction Conference



The Lummus Company, famous design engineers and constructors, last month held a pre-construction conference in Wilmington, Del., with over forty representatives of Local and International Building Trades crafts. Pictured above, from left to right (seated) are Dave Fekay of Teamsters Local 312; D. C. Jennings, a Lummus Co. official; and, Pete Schultz, president of Teamsters Local 470. Standing are L. H. Anderson, left, another Lummus official; and Bill McLaughlin of Teamsters Local 470. Lummus is scheduled to begin construction on a multi-million dollar project for Sun Olin Company this month.

Intercity Truck Tonnage Shows Gain Of 15.4 Per Cent Over Year Ago

Intercity freight tonnage hauled by truck during August 1960 was 4.6 per cent ahead of the volume hauled in August, 1959, and 15.4 per cent ahead of July, 1960, the American Trucking Association reported last month.

These findings are based on the ATA Research Department's monthly survey of class I and II common carriers of general freight. The data are not adjusted for seasonal influence nor for differences in the number of working days in each month.

The 387 reporting carriers, more than one-third of all general freight carriers, transported 7,002,221 tons as compared with 6,695,602 tons in August 1959, and 6,066,332 tons in July 1960.

Cumulative data for the first eight months of 1960 showed 53,331,482 tons of intercity freight hauled compared with 53,670,457 tons for the same period of 1959, a decrease of six-tenths of one per cent.

Eight of the nine geographical re-

gions showed tonnage increases from August 1959. The largest gains were reported by carriers in the Rocky Mountain Region, up 22.4 per cent, followed by Middle Atlantic and Northwestern carriers, both up 11.9 per cent. The Pacific Region reflected a 3 per cent decrease.

Compared with July of this year, tonnage increases were reflected in all nine regions ranging from 19.1 per cent for carriers in the Northwestern Region to 11.0 for those in the Southwestern Region.

Data for the July survey showed that the 341 carriers then reporting transported 4,982,045 tons, off 12.5 per cent from the 5,696,696 tons carried in July 1959 and off 12.8 per cent from the 5,714,092 tons in June 1960. Though no exact adjustment can be made, both the July tonnage decreases and the August gains are largely attributable to differences in the number of working days in these particular month-to-month and year-to-year comparisons.



St. Paul Teamsters Local 544's sponsored baseball team won their divisional championship, district championship, and were in the national play-offs this summer. Fred Snyder, Secretary-Treasurer of 544, said that the Local sponsors three Little League teams plus nine bowling teams through a special athletic fund. Pictured above, top row (left to right) are: Coach John Swartout, Ron Swartout, Neil Meyer, Dean Anderson, Bob Carlson, Roger Hansegard, Manager Tom McKeon, Gary Lofgren, Paul Ruikha, John Nicolay, Ken Almer, Asst. Mgr. Ed Ruikha; (bottom row) Tom McKeon, Mike Brooking, Jerry Bull, Jim Swartout, Roger Moberg, and John Gardes.

Nonwork Accidents Are 'Fifth Column' In U.S., Says National Safety Council

Nonwork accidents, a major booby-trap for Americans, were cited recently by the National Safety Council as a "veritable Fifth Column" in our midst.

The Council, a nongovernmental agency founded in 1913 to prevent all kinds of accidents, said reducing the nonwork accident toll is the "No. 1 challenge to safety in the 60's."

The Council, meanwhile, announced a continuing campaign aimed at keeping Americans safe around the clock. The campaign goal: "Safety . . . Everywhere . . . All the Time." The Council said the campaign is designed to promote safety on the job as well as off.

Here Are Facts

What are the facts about this "Fifth Column"?

1. Nonwork accidents—those occurring in the home, on the highway and in public places—account for about 6 out of 7 accidental deaths in the United States. The toll in 1959 was 77,200 nonwork accidental deaths of workers and members of their families, 13,800 deaths in work accidents.

This means nonwork accidents took about six times as many lives as work accidents.

2. Home accidents alone brought death to 26,000 persons last year. Nearly 1 out of 4 victims was a child under 5 years of age, and about 1 out



"I'm going to write a book exposing the whole ugly mess. . . and maybe I'll make enough to participate in the whole ugly mess"

of 2 victims was more than 65 years old.

3. In public places, drownings, including boat accidents, killed 5,300 persons last year. Air transport accidents involving all kinds of aircraft killed 1,200. Firearms took 900 lives. Falls claimed 3,600 victims.

4. Workers suffered 2,250,000 disabling injuries off the job in 1959 as compared with 1,950,000 disabling injuries on the job.

5. The cost of off-the-job accidents to industry was 550 million dollars in 1959—and three billion dollars to workers and their families.

Safety Pays

The National Safety Council, which emphasized its belief that accidents of any kind can be prevented if enough people really want to prevent them, cites such facts as these to back up its belief:

1. Industries that are members of the Council have cut their work injury rates to workers on the job by more than half in the last 25 years.

2. E. I. Du Pont de Nemours & Co., which has an occupational accident rate among the lowest in industry, launched an off-the-job safety program for employees. In five years, off-the-job accidents were cut by a third. Today, the off-job accident time loss of Du Pont employees is only a third that of the nation's workers generally.

"The record for motor vehicle fatalities to Du Pont employees is even more remarkable," said the Council. "The toll was reduced 45 per cent in the five years mentioned, and today is only an eighth the rate for all U. S. workers.

Cut 50 Per Cent

"The on-the-job accident rate to Du Pont workers, already very low, came down by 50 per cent.

"The Council believes all accident prevention activities are related, and that the things that help prevent accidents on the job can help keep Americans safe off the job—and vice versa.

"Our 'Safety . . . Everywhere . . . All the Time' campaign is based on the belief that safety shouldn't be left behind at the factory gate. A worker injured off the job is just as lost to industry as if the accident had occurred at a machine."

WHAT'S NEW?

Pontiac Compact Has Flexible Driveshaft

"The Tempest," new Pontiac compact, will have a floor-flattening flexible driveshaft no thicker than a man's thumb running from the four-cylinder engine to a trans-axle (combination transmission and differential) in the rear. The flexible shaft is specially treated to prevent metal fatigue as it flexes inside the housing, supported by two ball bearing sleeves.

Glass Fiber Fuel Tanks For Trucks

Technicians are experimenting with fiber glass fuel tanks for trucks. They are claimed to be lighter, non-conductors of electricity and not subject to sparking, and resistant against vibration-induced fatigue.

Electric-Powered Hand Truck Climbs Up Stairs

A Lima, Ohio, concern has produced an electric-motor-powered hand truck that can go up or down stairs with a 500-pound load. It is powered by a geared-down electric motor driving rubber tracks and is connected to ordinary house current by a 40-foot cord. If the power fails, the tracks lock automatically.

Garageman Designs Piggy-Back Wrecker

A Utica, N. Y., garageman has designed and built an auto wrecker that carries rather than tows a disabled car. On the truck bed is a 16-foot flatbed body that slides back eight feet and dips to form a ramp. A built-in hydraulic cable winch pulls the wreck aboard the truck and the part that formed the inclined ramp then returns to its place.

Walnut Shells In Snow Tread Tires

Those "super snow treads" now being sold claim increased traction, especially on icy streets, because there

are minute ground-up pieces of walnut shells imbedded in the tread material. You pay for the increased stopping power, however, by a wear rate increased by about ten per cent.

Automen Are Optimistic About 1961 Sales Prospects

Auto men are enthusiastic about the 1961 selling season with estimates of from 6,600,000 to 7,000,000 cars (including foreign imports) due to be sold this model year. What may hurt in some sections are dealers discounting left-over 1960 models virtually at cost to clear them from show rooms. Customers who thus buy a 1960 model have removed themselves from the list of potential 1961 buyers.

New Compact "Trucklets" Are Proving Popular

Newly-introduced compact trucks made by Ford and Chevrolet, which lift engines, transmission and running gear from their compact passenger cars, are proving popular. There are pick-ups loadable from both rear and sides, small vans and panel deliveries. Low first cost, good fuel economy and easy maneuverability are the major points of the new "trucklets."

Novel Tool Tray Fits on Radiator

Any mechanic who has had tools slip away while working on an auto engine will appreciate the ingenuity of a new tool tray. It is circular, with a small lip, and fastens on the intake spout of the radiator. It can be levelled for any radiator.

Kit Makes Possible On-Tire Repairs

An on-the-wheel system for repairing tubeless-type tires has been devised. The no-dismounting process is an outside-in type of repair.

Kit for the repair job includes 30 super-seal plugs, one probe, plug guide and plug plunger, plus an 8-ounce can of cement.

Brightener Combines Acid, Solvent Qualities

New brightener for removing stains and corrosion from aluminum buses,

trucks and trailers combines solvent and acid properties. Compound is to be mixed with water in proportions of 5 to 25 per cent.

Brightener can be sprayed or brushed on surfaces, is allowed to soak and is then rinsed off. Maker claims compound removes grease deposits and road film.

Windshield Scraper With Grind Handle

A five and a half inch windshield scraper and squeegee has a grind handle that chips through thick ice. Squeegee can be used for year around cleaning. Item is made of high-impact plastic and, says manufacturer, it won't scratch surface.

And, another note on icy windshield: Maker of a new ice melter claims his product penetrates deeper into icy coating because of a new chemical agent used. Producer says it will melt snow and ice up to 30 times faster with no residue or rusting or corrosion of ferrous metals.

Large Funnel Tops New Draining Can

A new design, featuring greater efficiency and safety, is being offered in drain cans for catching inflammable liquids from crankcases, industrial drums and other containers. The top of the 3-gallon drain can is a large funnel with a wide opening and perforated-metal fire baffle to guard against flame or sparks igniting the contents. The top removes easily for emptying or draining the can.

Temperatures Indicated By Paints, Crayons

A change of color after application of test marks can help you spot overheating parts in any mobile or shop equipment. Temperature - indicating paints and crayons are now available to help trouble-shoot overheating problems or hot spots in engines, wheels, or any powered equipment. The crayons provide 18 temperature measurements ranging from 1050 to 1240 degrees F. There are also 36 paints with measurement levels ranging from 104 to 2462 degrees F. These include 13 paints with multiple color changes at different temperatures. Mark any part you suspect, then check it in operation. Color change tells you where the trouble lies.



LAUGH LOAD

He Was So Right

"Does your husband live up to the promises he made during his courtship days?"

"Always. In those days he said he wasn't good enough for me."

That's Right

A stout schoolteacher was talking about birds and their habits. "Now," she said, "at home I have a canary, and it can do something I cannot do. I wonder if any of you know exactly what that is?"

One boy raised his hand. "I know, teacher," he said. "Take a bath in a saucer."

Night Plight

Jim was just falling off to sleep when his wife nudged him and said the telephone downstairs was ringing. "Well, go answer it," he mumbled. She said she would but at this hour it was probably for him, and then closed her eyes. Jim rolled out of bed.

Upon returning, his wife was asleep. He woke her. "Wasn't for me, after all," he said, and waited until she had crawled out of bed and pulled on a robe to add: "It was a wrong number."

Old Friends

"How do you meet expenses?"

"My wife introduces them to me."

Right of Succession

A proud 16-year-old turned into the family driveway at the wheel of the family car. His father sat beside him. Several younger brothers converged on the scene.

"Hey!" shouted the happy driver. "I passed my driving test. You guys can all move up one bike."

Rejection

"Father doesn't approve of my seeing you," the pretty young lady told her current boy friend, "so I'm afraid we won't be able to see each other any more."

"But on what grounds does your father object to me?" the young man asked.

"Well, frankly," the girl replied, "on any grounds within a mile of our house."

Story Teller

The young mother was shocked to learn that little Sammy had told a falsehood. Taking the lad on her knee she graphically explained the consequences of lying.

"A tall, black man," she began, "with red fiery eyes and two sharp horns grabs little boys who tell falsehoods and carries them off at night. He takes them to Mars where they have to work hard in a dark canyon for 50 years. Now, you won't tell a falsehood again, will you Sammy?"

"No, ma'am," replied the lad, "you can tell 'em better than I can."

Never Fails

"Doctor, you told me to show you my tongue and you have never looked at it."

"No. I just wanted to write a prescription in peace."

Owed Money

He was of a thrifty turn of mind. One day he was told that instead of putting money in the gas meter, much the same effect could be obtained by blowing into the slot. He tried the experiment with gratifying results.

At length an inspector from the gas company called to examine the meter. He was puzzled. "What's the matter?" asked the householder.

"I can't understand it," said the inspector. "The company appears to owe you \$30."

A Real Poser

The bright young lad was quizzing his father.

Is it true that the stork brings babies?

Yes, sonny.

And Christmas presents come from Santa Claus?

Yes, sonny.

And the Lord gives us our daily bread?

Yes, sonny.

Then, Daddy, why do we need you?

Just The Same

"I just cannot understand why you are always worrying about nothing, Henry," an anxious wife said to her husband.

"Because that, my dear," he replied, "is exactly what I've got in the bank."

Below Scale, Too

The small boy was looking at photographs of his parents' wedding in an album. His father described the ceremony and tried to explain its meaning.

"Oh!" the child exclaimed, "Is that when you got Mummy to come and work for us?"

Suitable

A tombstone salesman and a widow were discussing the epitaph to be inscribed on the late husband's grave.

"How would just a simple 'Gone Home' do?" asked the salesman.

"I think that would suit nicely," replied the widow. "It was always the last place he ever thought of going."

Building Bones

Joe—"Milk is a great bone builder, so I drink lots of it."

Moe—"Yeah, and you've got the head to prove it."

Real Bargain

Mike: "This is a great country, Pat."

Pat: "How's that?"

Mike: "Sure, t' paper sez yez can buy a foive-dollar money order for eight cints."


My Secret

"My wife," said Sam, "talks to herself."

"So does mine," confided Bill, "but she doesn't know it—she thinks I listen."

FIFTY YEARS AGO

in Our Magazine



(From Teamsters' Magazine, December, 1910)

Unions—A Necessary Good

A PERSUASIVE and well reasoned appeal to all "wage workers of America" by Samuel Gompers was carried in the pages of our December, 1910, official magazine.

First Gompers addressed himself to all wage workers, both union and non-union, with the proposition that organizations of the working people are a natural phenomenon and follow natural law. In other words, organizations of working men banded together for their common good are good in themselves and not a necessary evil as some like to think of them. Man being a social being has a right to seek out his fellow man and, working in concert with him, better his economic and social status.

Having established the right of labor unions to their existence the letter went on to advise on the necessity of a high level of cooperation and internal discipline that is needed to insure the existence and progress of the trade union movement.

"It is true that single trade unions have been often beaten in pitched battles against superior forces of united capital, but such defeats are by no means disastrous.

"On the contrary, they are useful in calling the attention of the workers to the necessity of thorough organization, of the inevitable obligation of bringing the yet unorganized workers into the union, of uniting the hitherto disconnected

local unions into national unions, and of effecting a yet higher unity by the affiliation of all national and international unions in one grand federation in which each and all trade organizations would be as distinct as the billows, yet one as the sea," Gompers said.

Cause For Rebellion

THE fruits of the sort of cooperation of which Gompers spoke of elsewhere on this page was realized in a real life situation that occurred in New York City. A report on this situation was carried in the editorial column of President Tobin.

It seems that a band of railway express drivers and helpers' quit work when their employer refused to bend to demands of their employees for a "slight betterment" of working conditions. After the group in question walked off their jobs, many were employees with long service records, they were followed by members of other departments not involved in the dispute.

As a result of this protest move, the company began a policy of not hiring any more members of our union. To any man seeking employment, he was asked these questions:

"Have you ever been a member of a labor union?"

"Are you now a member of a labor union?"

"Do you intend to join a labor union?"

If the answer to any of these questions was "yes" then the man was told that there were not now any positions open even though the company was in great need of help.

As the strike wore on and grew daily more serious, the details of it were spelled out in the public prints. As a result of this publicity, public opinion almost unanimously backed the strikers in their fight. Bitterness was so rampant that it prompted one public official, a man who had no personal interest in the outcome of the strike, to deliver a scathing denunciation of the company. He said: "I now have some reason for believing that anarchy and socialism are produced by and created by the selfish interests of employers."

A paragraph following President Tobin's editorial noted that the strike referred to above was later satisfactorily settled and all the men were reinstated to their old jobs, their pay upgraded, and their union recognized by their employers.

This is a good example of what a united and cooperative effort by laboring men and women can do to turn the tide and bring about a just and honorable settlement of a labor dispute.

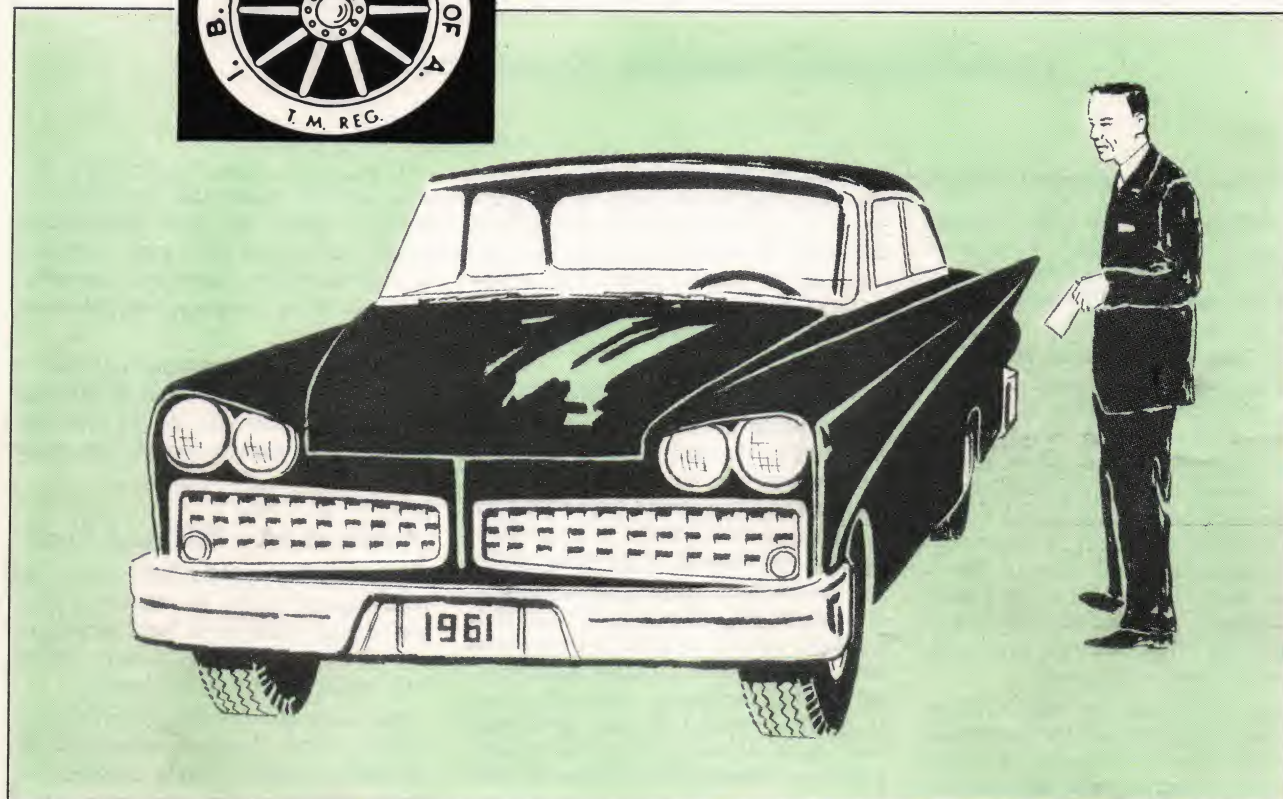
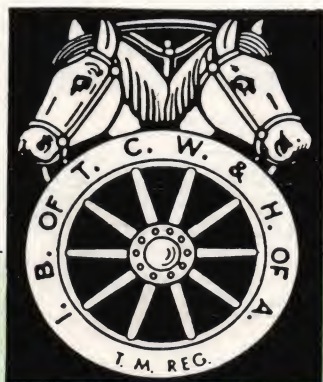
Case of the Missing Coal

It seems that public letters were the vogue around 1910. If you had a beef, you simply wrote to a local newspaper and addressed yourself to any and all who would listen to your appeal.

One such letter, reprinted in the December, 1910, Teamster, concerned the accusation against certain teamsters in Butte, Montana, that they were short changing on their coal deliveries.

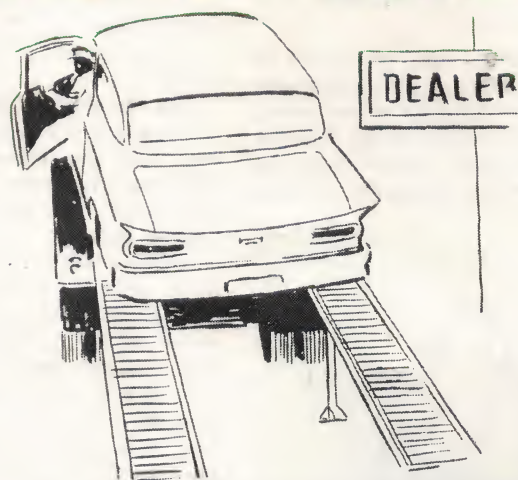
The coal drivers took issue with the charge and countered that drivers of coal wagons had no knowledge of how large a load they were carrying since it was weighed by their employer. The coal drivers also brought to light some devious schemes employers used to short change customers. The letter ended with a warning that the drivers would take the matter into court if employers insisted on making false accusations against them and their union.





BUYING A NEW CAR

IF YOU ARE BUYING A
NEW CAR, MAKE SURE
IT WAS DELIVERED BY
TEAMSTER-DRIVEN
TRUCKS



**DON'T BUY A CAR THAT HAS
BEEN SHIPPED BY RAILROAD!**